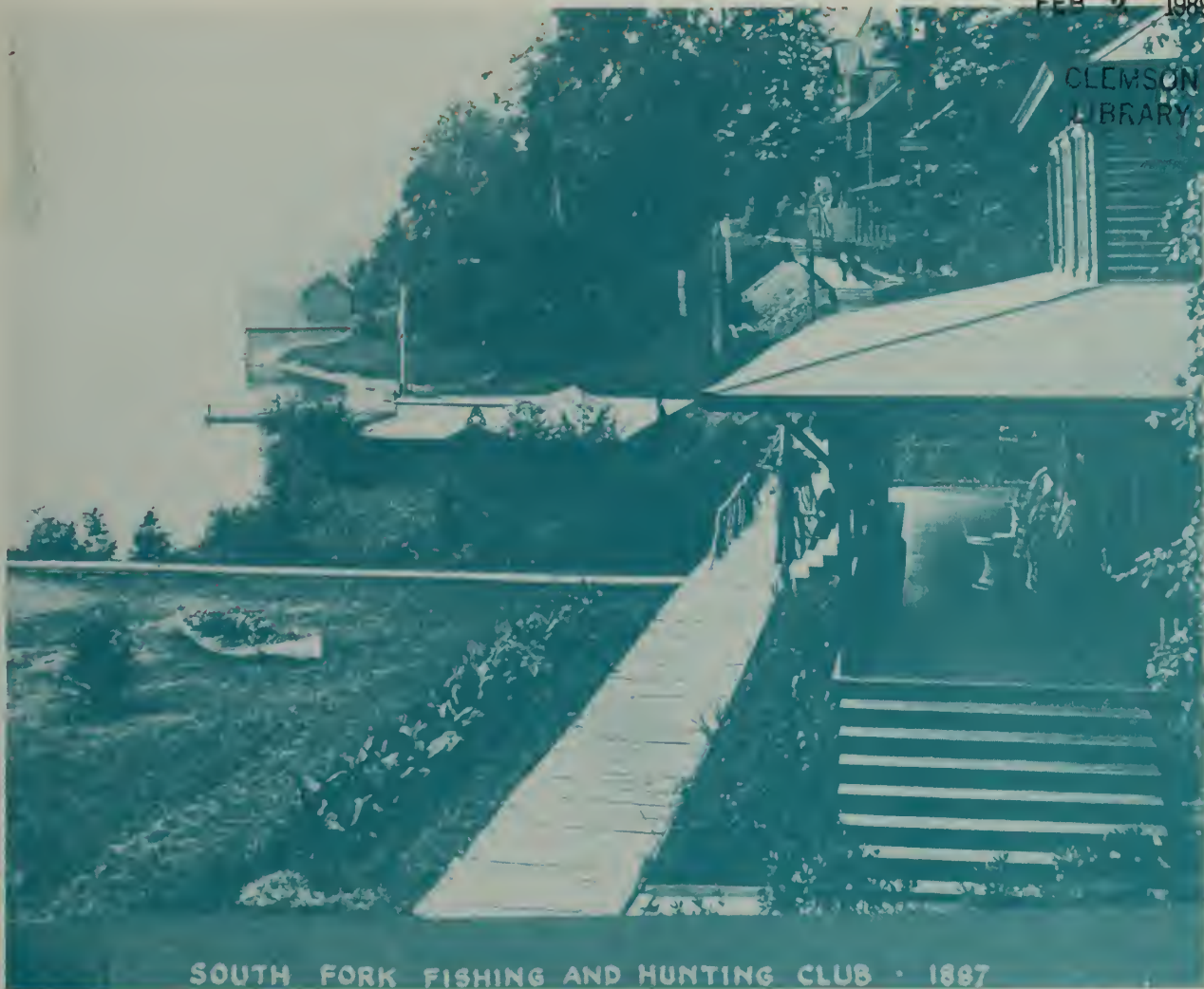


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Preservation and Interpretation Plan
for the South Fork Fishing and Hunting Club Historic District
and
Alternatives for Establishing an Interpretive Tour Route
Between Johnstown Flood National Memorial
and the City of Johnstown

Village of St. Michael, Pennsylvania
U.S. Department of the Interior · National Park Service



This document has been prepared as part of the America's Industrial Heritage project.

Preservation and Interpretation Plan
for the
South Fork Fishing and Hunting Club Historic District
and

Alternatives for Establishing an Interpretive Tour Route
between Johnstown Flood National Memorial and
the City of Johnstown

Village of St. Michael, Pennsylvania

Prepared by
U.S. Department of the Interior / National Park Service
and
Residents of the Village of St. Michael

SUMMARY

Part one of this document represents an initial aggregate of the ideas and goals discussed by representatives of the National Park Service and the village of St. Michael, and consists of a plan for preserving and interpreting the South Fork Fishing and Hunting Club Historic District. This draft document presents recommendations for accomplishing the goals of both the Park Service and St. Michael residents; however, it is not intended to be a finalized plan.

The plan for preserving and interpreting the South Fork Fishing and Hunting Club Historic District is in three phases. The first phase consists of interpretive markers and wayside exhibits at key points, a parking lot near the clubhouse, and the establishment of a local historical association as a key contact group. Phase 2 includes initial preservation strategies, the preparation of a development and preservation plan for the entire historic district, possible acquisition of certain key properties, and expanding available visitor services. Phase 3 includes the implementation of the development and preservation plan and restoration of key historic structures and the historic scene.

Part two of the document consists of an unrelated study of alternatives for establishing a tour route between the Johnstown Flood National Memorial/St. Michael and Johnstown. This study presents an analysis of the roads/paths/traces that exist and what the possibilities are for different methods of transportation along the route, i.e., bus, car, hiking/biking, or rail bus. The conclusion is that such a route is desirable and feasible, but more detailed analysis is needed to determine a preferred route and method of transportation. In the interim, a recommendation is made that a clearly delineated hiking/biking trail be established, with modest trail guides available.

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PRESERVATION AND INTERPRETATION PLAN FOR
THE SOUTH FORK FISHING AND HUNTING CLUB HISTORIC DISTRICT



INTRODUCTION

The National Park Service is currently expanding its visitor services to enhance the visitor experience at Johnstown Flood National Memorial. Plans currently being implemented include rehabilitation of the Colonel Elias Unger house as new administrative headquarters; construction of a new 7,000-square-foot visitor center adjacent to the Unger house; construction of a footbridge over the spillway to the north abutment of the former South Fork Dam; removal of trees and brush within the former lake bed (within the park boundary) to provide visitors a better perspective of the size of the former reservoir; and improvements to existing township and NPS roads leading to the new visitor center and administrative headquarters.

The new visitor center is intentionally oriented to look out over the lake bed and the remaining cottages and clubhouse that were part of the South Fork Fishing and Hunting Club and predate the flood of 1889. The expanded visitor experience and new visitor center will encourage visitors to go to the village of St. Michael to see the cottages and clubhouse after being at the visitor center. Accordingly, the Park Service believes that it is important to work with the residents of St. Michael, particularly the property owners in the historic district, to protect the historic structures and ensure a quality experience for visitors to St. Michael while avoiding potential landowner/visitor conflicts and intrusion on the quality of life enjoyed by St. Michael residents and property owners. This plan explores accomplishment of these goals through a joint effort, a partnership, that could work toward preserving, rehabilitating, restoring, and interpreting the historic buildings and scene so that visitors could get a sense of what the area was like around the time of the flood.

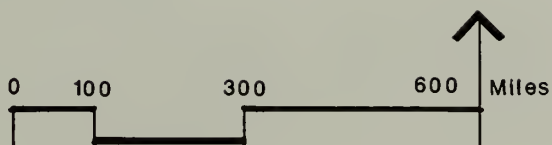
In August 1987 the Park Service and the residents and property owners in St. Michael undertook a joint planning effort to achieve these goals. This plan represents the results of that joint effort.



REGION

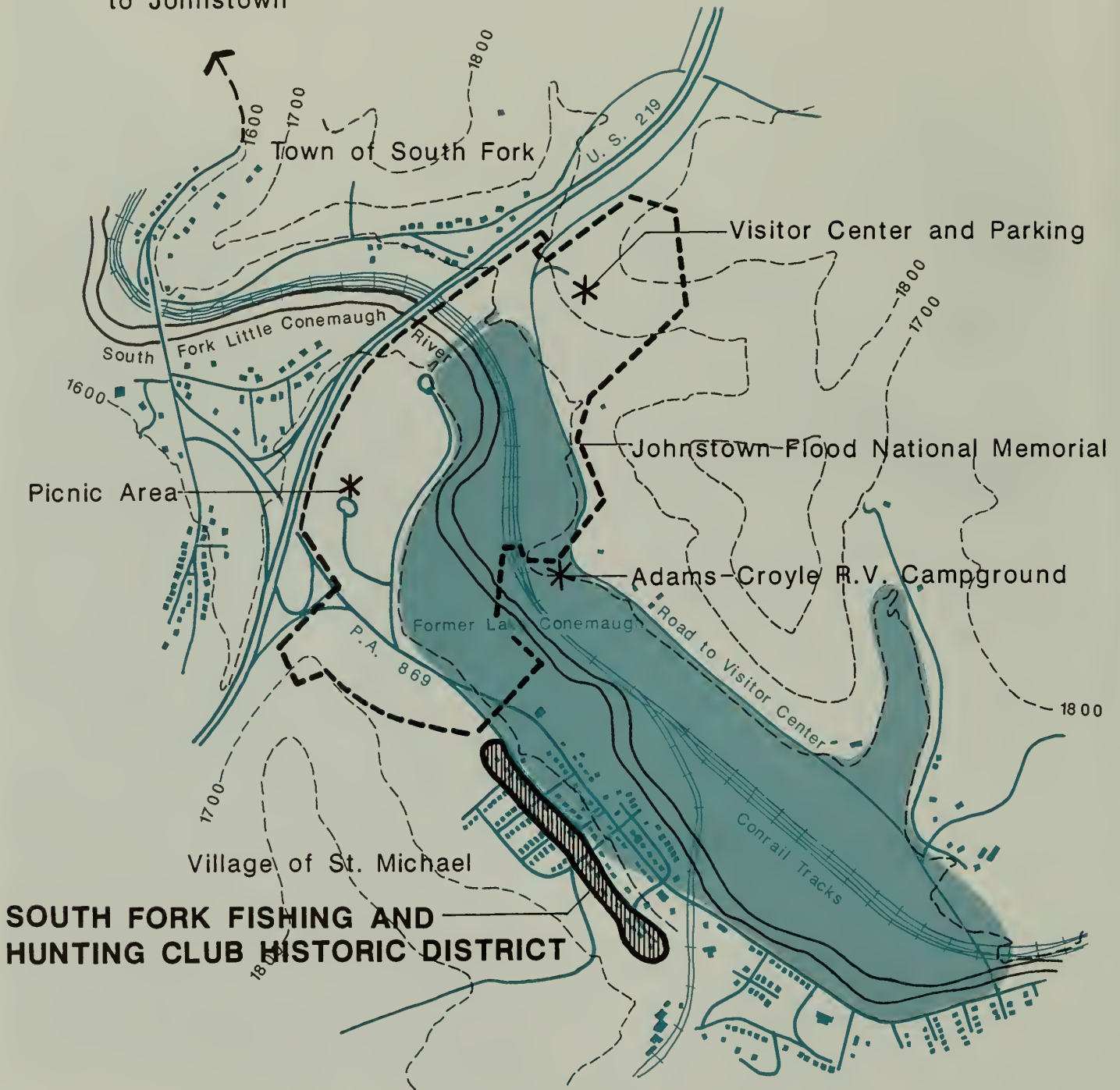
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Proposed Tour Route
to Johnstown



VICINITY

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HISTORY AND DESCRIPTION OF THE RESOURCES

JOHNSTOWN FLOOD NATIONAL MEMORIAL

The Johnstown Flood National Memorial was established as a unit of the national park system by the Congress in August 1964 to commemorate the flood of May 31, 1889, which resulted in the loss of more than 2,200 lives and \$17 million in damages to Johnstown, Pennsylvania. The flood occurred following an unusually heavy rainstorm over the watershed of the Little Conemaugh River, which caused the eventual collapse of the South Fork Dam. The dam's failure unleashed some 20,000,000 tons (5 billion gallons) of water to rush downstream toward Johnstown some 14 miles to the west and 454 feet lower in elevation.

Currently, the park encompasses some 157½ acres. Included within its boundaries are the house of the South Fork Fishing and Hunting Club's president, Colonel Elias Unger, the north and south abutments of the former dam, approximately 50 percent of the former reservoir, plus 1½ miles of hiking trails and a picnic area. Most of the NPS facilities are currently on the south abutment area of the park, less than ½ mile from US 219, including a small picnic area; a small, temporary visitor contact station; and some trails and wayside exhibits. The north abutment area, accessible by a township road (Old Lake road) through St. Michael, is 3 miles from the US 219 exit and has a small parking area, a trail, and some wayside exhibits. Construction of the new park visitor center and parking lot and rehabilitation of the Unger house have begun near the north abutment.

Annual visitation is around 60,000, with peak use in July, August, and on Memorial Day, the anniversary of the flood. Visitation has been as high as 71,000 people per year. With the opening of the new visitor center in 1989, in time to commemorate the 100th anniversary of the flood, increased visitation to the park is expected.

THE SOUTH FORK FISHING AND HUNTING CLUB AND THE HISTORIC DISTRICT

The South Fork Fishing and Hunting Club was a retreat for the industrial wealthy of Pittsburgh--financiers and businessmen who used the dam and Lake Conemaugh for recreational purposes, including fishing, sailing, and swimming. It was chartered in Allegheny County in November 1879 even though the property obtained was in Cambria County. The size and scale of the clubhouse and cottages belied the wealth of the members, who zealously guarded their privacy. Local residents were warned to keep off the property. Not much is known about the club's development, because little documentary evidence and only a few proven photographs of the resort have been found. It is believed that 16 cottages and a clubhouse stood on the lakeside by 1889.

The 1889 Johnstown flood was a direct result of the failure of the South Fork Dam, which was owned and managed by the South Fork Fishing and Hunting Club. The dam, originally built by the commonwealth of Pennsylvania as a water source for the Western Division of the Pennsylvania Main Line Canal, was repaired without the expertise of an engineer. The original discharge pipes, which had been removed, were not replaced; the dam breast was restored with unsuitable material, using screens and lumber as fishguard obstructions; and the dam breast was lowered to build a road on top. Nearby residents often voiced concerns about the dam's condition, and in 1880 the manager of the Cambria Iron Company, a \$50-million industry in Johnstown, even sent an engineer to inspect the site. The club did not respond to the charges of unsubstantial repair methods. The storm of May 31, 1889, dumped 6 to 8 inches of rain over an 18-36 hour period. The lake level could not be lowered, the spillway was blocked by fishguards and debris, and the spillway's depth was not much lower than the top of the dam's center. The water flowed over the dam's weakest point (its center), the face eroded, and the dam gave way. This flood killed 2,209 people in the Little Conemaugh River valley and Johnstown. It was the most violent flood in U.S. history.

The controversy over who or what was responsible for the disaster lasted for several years. Coroners' inquests in Cambria and Westmoreland counties found the South Fork Fishing and Hunting Club guilty. Individual members of the club were worth millions, but the club's assets were negligible. No money was ever collected through damage suits from the club or any of its members. After the disaster about half of the 68 members of the club contributed financial aid. The club's failure to adequately protect the dam was seen by some as a lack of regard by the wealthy for the working class, not only evident in Johnstown but also in society in general. The flood was also a lesson in taking care of the environment and knowing what it means to tamper with it. The industrialists were behind cutting much of the protective timber, which allowed flash runoffs. Obstructing the river channel capacity for the sake of industrial expansion also contributed to the conditions that caused the flood. The flood was not caused entirely by the forces of nature. As in the words of the publisher of the Johnstown Tribune a few weeks after the flood, "We think we know what struck us, and it was not the hand of Providence. Our misery is the work of man." Nevertheless, the spirit and determination of the people of Johnstown to rebuild their lives has served to inspire succeeding generations. Eventually, however, the controversy over where to assess the blame and the subsequent scandal became secondary to the lessons learned from the disaster.

The remains of the club's lakeside resort, including the clubhouse and several cottages, have been designated as the South Fork Fishing and Hunting Club Historic District. The historic district, which is not within the park boundary, includes nine structures remaining from the time the club was in existence--the clubhouse and eight cottages--all within the village of St. Michael. Most of the nine structures were built around 1883, about four years after the club was incorporated. Also included within the historic district, but recognized as intrusive to the historic scene, are three detached garages, one church, and two modern houses.

Although one wing (40 percent) was removed about 1900 when the building was used as a mental institution, the rest of the three-story clubhouse still serves as the focal point of the historic district, as it did in the 1880s. Originally it contained 47 furnished bedrooms, a diningroom that could accommodate 150 people, a billiard parlor, and a social hall. Now a hotel, the lower floor contains a bar and restaurant facilities, and the upper floors are apartments and sleeping rooms (most of which are unoccupied).

Originally, the cottages (perhaps a misnomer because nearly all of them were and are three stories tall and some contain as many as 17 rooms) were connected to one another and to the clubhouse by a boardwalk, which also ran along the lakeshore. There was also an assortment of boathouses and stables.

A more detailed description of the resources of both the Johnstown Flood National Memorial and the South Fork Fishing and Hunting Club Historic District can be found in appendix A.

PLANNING PERSPECTIVE AND CONSIDERATIONS

The story of the South Fork Fishing and Hunting Club, its structures, Lake Conemaugh, and the Johnstown Flood of 1889 are so intertwined that it is not possible to speak about one without speaking about the others. The flood was a direct result of the failure of the South Fork dam on Lake Conemaugh, which in 1889 existed solely for the recreational pursuits of the wealthy industrialists and financiers from Pittsburgh who comprised most of the club's membership. Therefore planning efforts must consider treatment of the buildings and the economic and social aspects of the club and its membership as well as the dam, lake, and, ultimately, the flood.

A visit to the dam site, which provides a view of the remains of the dam, the dry lake bed, and the narrow valley beyond, is only one part of the story of the Johnstown flood. Visitors should also experience the story of this former "playground" of the Pittsburgh elite and gain clearer insight about the human tragedy and social and economic impacts caused by the the flood. The facts that the dam failure was responsible for all the suffering and destruction downstream and that the dam was the responsibility of some of the wealthier people of the era cannot be debated. Visitors should be able to visit the sites and buildings involved, analyze the events, and individually consider the club's role and the impacts of the flood.

As the planning effort got underway to achieve the primary goals--a quality visitor experience, preservation of the historic scene at St. Michael, and avoidance of visitor/landowner conflicts--the Park Service and St. Michael residents identified several areas that needed to be considered for achieving these goals. These areas are as follows:

- visitor access and circulation

- visitor orientation and interpretation

- visitor services, e.g., overnight accommodations, restaurants

- identification of former South Fork Fishing and Hunting Club structures

- preservation, restoration, rehabilitation, and use of significant historic structures

- delineation of former Lake Conemaugh shoreline and lake bed

- creation of a physical, functional, and thematic relationship between the national memorial and the historic district

- participation in the America's Industrial Heritage Project (for further information on this regional project, please see the America's

Industrial Heritage Project Action Plan, available at Johnstown Flood National Memorial)

establishment of an interpretive link between the national memorial and the city of Johnstown through the valley of the Little Conemaugh River (which is addressed in the part two of this document)

THE PLAN

OVERVIEW

The plan for the St. Michael historic district provides concepts and specific guidance for basic visitor services, interpretive directions, and cultural resource preservation and maintenance activities and suggests ways to promote future economic growth in the St. Michael community. A key aspect of the plan involves implementation phases. Because each phase is relatively independent, the plan provides an opportunity for the partners to avoid premature overcommitment of their resources.

This plan is based on a structured partnership between the village of St. Michael and the National Park Service, designed to protect, maintain, and manage the South Fork Fishing and Hunting Club clubhouse, now a hotel, and nearby cottages--significant historic resources in the flood story. This partnership is congruent with other agreements and will help implement key aspects of the America's Industrial Heritage Project as well as the 1986 cooperative agreement between the National Park Service and the Johnstown Flood Museum Association. The site manager at Johnstown Flood National Memorial will provide St. Michael and any new organization that is suggested in this plan with any essential continuity and technical assistance.

A preliminary structural investigation of the buildings in the historic district has been made for the purpose of preparing this plan; the eight remaining cottages were found to be in various conditions, and the historical integrity is more intact in some than in others. A detailed report of the findings is being supplied to the owners of the buildings. Appendix B contains some useful information about initial historic preservation procedures for windows and exterior colors (doing a paint study analysis). Appendix C contains a report, prepared for this plan, on the economic potential of the historic district, with suggestions for possible adaptive uses.

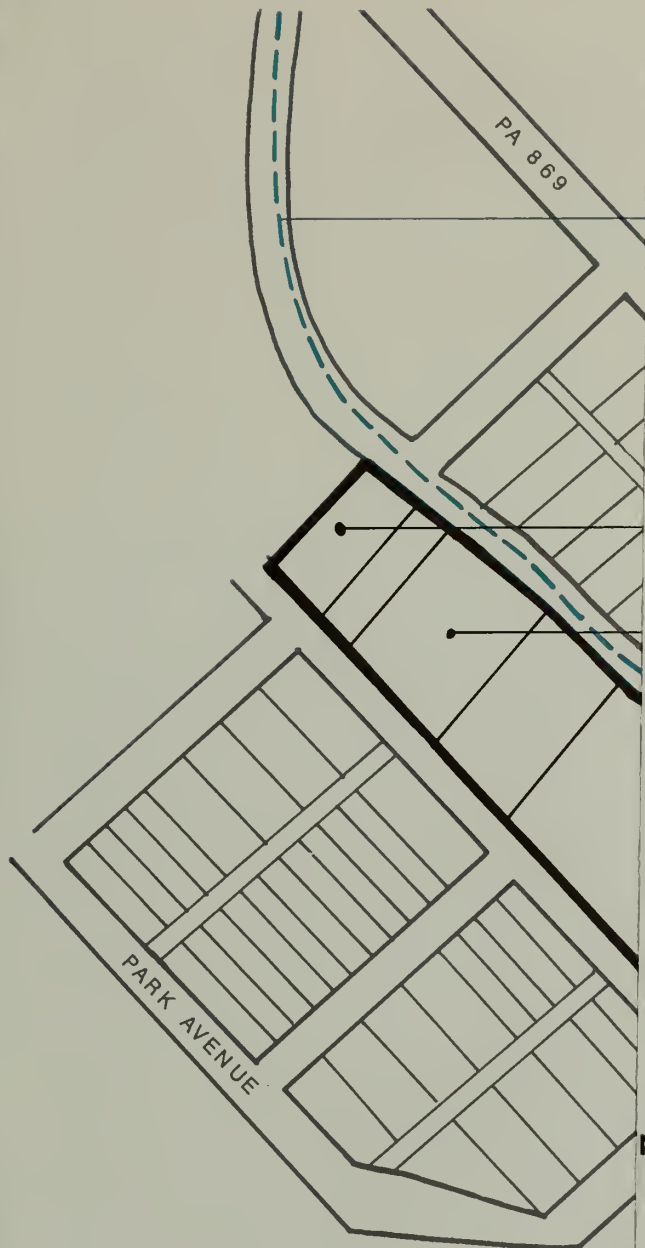
PHASE 1

Phase 1 of the plan recommends that the National Park Service extend technical assistance to illustrate and publicize the community's significant cultural resources and their contributions to the region's history. During phase 1 the National Park Service (in cooperation with local property owners) would place interpretive markers at the clubhouse and perhaps near one or more of the extant cottages to give visitors a sense of the community's past. Wayside exhibits would be prepared by the NPS Harpers Ferry Center and erected at key points, such as on route 869 and in the community near the significant resources. These exhibits would graphically depict the importance of the historic structures in the events leading to the tragic flood. The National Park Service would prepare an interpretive brochure to be distributed at the Johnstown Flood National Memorial visitor center, the Johnstown Flood Museum, the visitor

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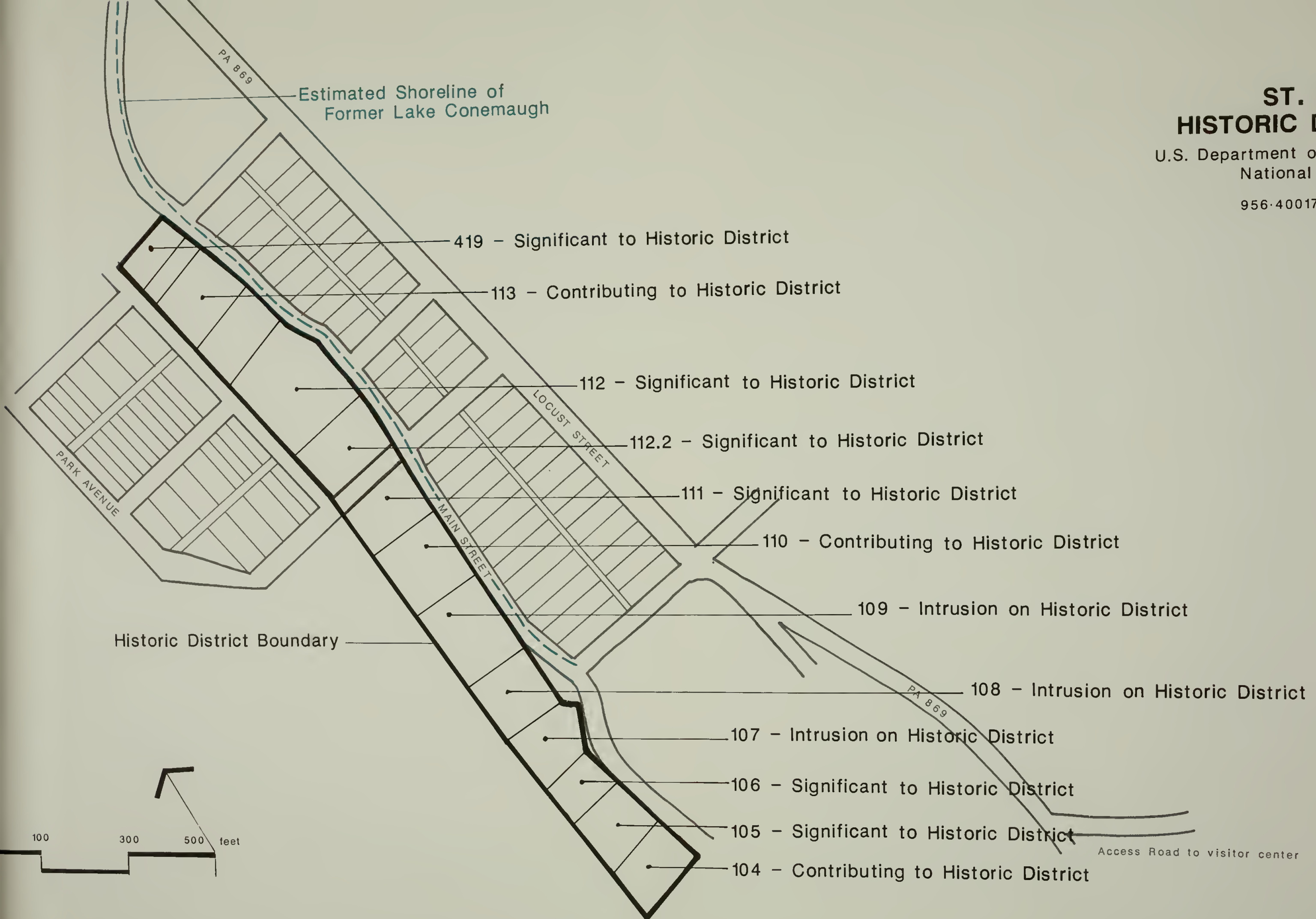


Access Road to visitor center

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center at the Allegheny Portage Railroad National Historic Site, and the clubhouse, thus creating interest in and providing additional basic information about these important resources. The National Park Service could develop an appropriately sized (10- to 15-vehicle) parking facility in the vicinity of the clubhouse so that visitors to the community could park at a central facility and not disturb local property owners. Perhaps visitor parking for historic district interpretation and clubhouse commercial functions could be combined. The Adams-Croyle Township Recreation Authority has plans to construct a recreation vehicle (RV) campground in its 1889 park adjacent to the national memorial (see Vicinity map); the Park Service could also provide design assistance for this effort.

As part of this plan the community would form a local historical association or other entity, i.e., a municipal authority that would be a key contact for the Park Service. This historical association should be viewed as the principal community body in dealing with the Park Service regarding implementation of this plan. Owners of the historic buildings should become members of this new organization, and other community members, organizations, and governmental representatives should take an active role in the formation, support, and activities of this body. To build on the interest already expressed in the preservation and rehabilitation of the surviving flood-era structures, phase 1 should be completed by May 31, 1989, when the new visitor center at the memorial will be dedicated. Numerous dignitaries will be in attendance, and there will be a great deal of area and regional media coverage at that time.

PHASE 2

Phase 2 involves more active participation and a greater degree of commitment by various groups. Working cooperatively, the National Park Service, the commonwealth of Pennsylvania, and the historical association would develop and set in motion fundamental preservation strategies to preserve and protect significant resources. This could include local preservation ordinances, protective covenants, and initial preparation/on-site preservation treatment of the historic resources, as well as raising citizen awareness of the cultural and economic value of preservation activities in the community.

A development and preservation plan should be prepared for the community in phase 2 that would place the 1889 structures in the context of the 20th century village that developed and grew as a result of the coal industry. This plan should be prepared by a private contractor selected by the community, with consultation from the National Park Service and the commonwealth, and should consider and enhance the ideas and suggestions that have already evolved. Village residents would implement this development and preservation plan. A portion of the funding for this development and preservation plan might be provided through a cooperative agreement with the National Park Service or the commonwealth.

Phase 2 would witness the possible acquisition, in fee or less-than-fee, of certain key properties in the 1889 complex by the historical association or a suitable private owner to ensure protection, preservation, and interpretation. Existing property owners would be encouraged to participate in the district's revitalization efforts whenever possible.

While planning efforts proceeded, basic visitor services such as food, supplies, and lodging should be improved and expanded, and the Adams-Croyle Township Recreation Authority should proceed with its plans to construct an RV campground. A more complete range of visitor services could be developed later (in phase 3) depending on the recommendations contained in the development and preservation plan.

As phase 2 progressed, the National Park Service would intensify its range of technical assistance activities to include assistance with initial hands-on preservation activities of the significant structures. Various NPS professionals, such as historical architects, preservation technicians, and construction supervisors, could be assigned to assist with the work. The National Park Service might expand its financial commitment, or programs within the Heritage Preservation Commission (established to oversee the America's Industrial Heritage Project) might provide assistance to the historical association in the form of grants for preservation assistance or interpretation of public facilities stemming from the recommendations in the development and preservation plan.

Building on the interpretation suggested in phase 1, NPS personnel would provide additional on-site interpretation. The Park Service could offer expanded interpretive walking tours of the cottage district as well as the nearby lake bed (soon to be clearcut to define the size of the original lake bed). The time frame to implement phase 2 should occur between 1989 and 1991.

PHASE 3

Phase 3 would witness implementation of the community's development and preservation plan. Key structures would be restored and opened to the public for visitation, e.g., the clubhouse and perhaps one or two of the cottages. Restoration activities would include the structures and the historic grounds, landscape, and scene to the extent possible based on research by historians, architects, and archeologists. NPS on-site interpretation could be enhanced during this phase, depending on the value and reception of this activity in phase 2. The restoration of key structures would be managed by the historical association, perhaps with the Park Service providing technical assistance to the property owners and the community members providing labor and supplies. Implementation of phase 3 could last from three to 10 years. As the development and preservation plan was implemented, the village of St. Michael would become closely linked with the national memorial and would become an integral part of the regional America's Industrial Heritage Project.

ALTERNATIVES CONSIDERED BUT REJECTED

In addition to the plan presented in this document, two additional alternative strategies were considered but dismissed early in the planning process because neither of them would have satisfactorily achieved the stated goals or vision for St. Michael.

The first of these alternatives proposed that the National Park Service assume full responsibility for preservation and interpretation of the resources that comprise the South Fork Fishing and Hunting Club Historic District in St. Michael. However, the Park Service determined that it would not be in the best interest of the public for the government to acquire fee-simple title to the properties within the historic district. Likewise, only one of the district's property owners supported the concept of NPS fee ownership within the district.

A similar situation existed with respect to the second alternative, which provided for the residents of St. Michael and the historic district property owners to be totally responsible for implementing the proposed recommendations. That alternative was also determined not to be feasible. Such a scenario could exclude Park Service professional oversight of the subsequent preservation and interpretive efforts, which could impact the quality of the visitor experience. Consequently, it was determined that a partnership between the Park Service and the residents of St. Michael and the historic district would be a prudent and feasible manner to ensure adequate preservation and interpretation of the resources and meet the stated goals of both entities.

PLAN IMPLEMENTATION

Following approval of this plan by the Park Service's Mid-Atlantic regional director and representatives of the village of St. Michael, a special coordinating committee will be created to guide the subsequent implementation of the plan. That committee will consist of the site manager, Johnstown Flood National Memorial, the president of the local historical organization, a representative of the Cambria County Board of Supervisors, the chairperson of the Adams-Croyle Township Recreation Authority, and the project director of the American Industrial Heritage Project. In addition, representatives of the Pennsylvania Historical and Museum Commission and the Department of Community Affairs will be ex officio members of the committee.

ALTERNATIVES FOR ESTABLISHING AN INTERPRETIVE TOUR ROUTE
BETWEEN JOHNSTOWN FLOOD NATIONAL MEMORIAL AND
THE CITY OF JOHNSTOWN



INTRODUCTION

The Johnstown Flood National Memorial and new visitor center, the Johnstown Flood Museum with its rehabilitation, and the creation of the St. Michael historic district will all contribute to telling the story of the Johnstown flood. Still missing, however, are the human stories that occurred as the flood progressed down the valley between the dam site and Johnstown. The floodwaters rushed down this valley when the dam failed, and much of the flood's destruction, as well as events significant to the flood story, occurred in the valley. To complete and connect the story of the flood events, an interpretive link/route between St. Michael and Johnstown has been suggested. Visitors to Johnstown Flood National Memorial would learn the story of the dam, the dam break, and its connection to the South Fork Fishing and Hunting Club, and from the memorial visitors could go to the clubhouse and the cottages. The next step would be to follow the route of the flood along the valley to the Johnstown Flood Museum where visitors would learn about the devastation of the city and its recovery.

The purpose of this plan, then, is to provide a vehicle through which the Park Service could establish an interpretive tour route between the Johnstown Flood National Memorial and the city of Johnstown through the valley of the Little Conemaugh River. This planning effort was mutually established as a goal by the residents of St. Michael and the National Park Service in August 1987.

The stories from the valley, however, encompass more than just the flood story. The path of the old Allegheny Portage Railroad goes through the valley--a remnant of the area's past significance in improving east-west transportation. There are also some sites where the Cambria Iron Company had facilities and, closer to Johnstown, some buildings that still are standing and being used. These sites are also relevant to themes of the America's Industrial Heritage Project.

The distance between the dam and the Johnstown Flood Museum is approximately 14 miles. Within the valley are the towns of South Fork, Mineral Point, Echo, East Conemaugh, Franklin, and Woodvale. There is a route that follows the flood's path from the national memorial to Johnstown, but the route is a mixture of paved roads, dirt roads, and traces. To simplify analysis, the valley has been divided into segments according to differing existing conditions (dirt road, paved road, etc.--see Trail Segment map). Along with a general description of these existing conditions, included is a brief analysis of advantages and disadvantages the segment could have for different methods of transportation (e.g., bus, car, foot, bike) along the flood route. Also included in the discussion of each segment are suggested interpretive stops that would be appropriate within that segment that are related to the flood story as well as the America's Industrial Heritage Project themes.

EXISTING CONDITIONS AND POTENTIAL INTERPRETIVE STOPS

SEGMENT 1

This segment begins at the Johnstown Flood National Memorial visitor center and extends approximately 5-3/4 miles, beyond the town of South Fork. The segment follows a series of existing paved public roads. The roads are not heavily traveled, but do have a fairly consistent use from local traffic. The route also uses two bridges that cross the South Fork of the Little Conemaugh River.

This segment would be easy to incorporate as part of a car route; it would be difficult to use as a pedestrian trail. A shared vehicular/pedestrian path would be dangerous and would not provide an aesthetic experience. The two bridges do not have an adjacent pedestrian/bike lane and would need widening. This segment could be used as a bike trail if pavement was added to the road shoulders to provide an adequate width, and the bridges have adequate width for a bike lane.

Important interpretive stops along segment 1 could include the South Fork Dam, the Lake Conemaugh lake bed, and the St. Michael historic district. Toward the southern end of the segment is the town of South Fork. Here the first wave of the floodwaters did little damage; the backwash, however, destroyed an iron railroad bridge, a planing mill, 20 buildings, a coal tippie, and a telegraph tower and killed four people. These sites could also be interpretive stops along this segment.

SEGMENT 2

Segment 2 begins at the end of the paved road of segment 1 and continues approximately 2½ miles to the end of that road in Mineral Point. The road is dirt and relatively narrow. It is in good condition, although it does not appear to receive any maintenance. During late summer the surrounding vegetation encroaches on the road.

This segment would be easy to use as a one-way route for cars, or for bikes, pedestrians, or combinations thereof. It provides an aesthetic experience. The only problem is nonfederal ownership of the road and obtaining the right-of-way. However, the owner, Bethlehem Steel Co., has been very supportive of the interpretive route idea.

Along this segment existed a viaduct of the Allegheny Portage Railroad, which was 75 feet high and had a single 80-foot arch span. At this point, the flood wave separated. Part of the wave carried debris over the top of the viaduct and another part jammed debris into the viaduct. Joined by backwash from South Fork, floodwater lines showed water 89 feet above the river and 20 feet over the viaduct. An interpretive stop could be made at the viaduct.

SEGMENT 3

Segment 3 extends from the town of Mineral Point across the Little Conemaugh River to the existing grade of the Allegheny Portage Railroad, approximately 1/3 mile. This segment is a paved road that sustains a moderate traffic flow.

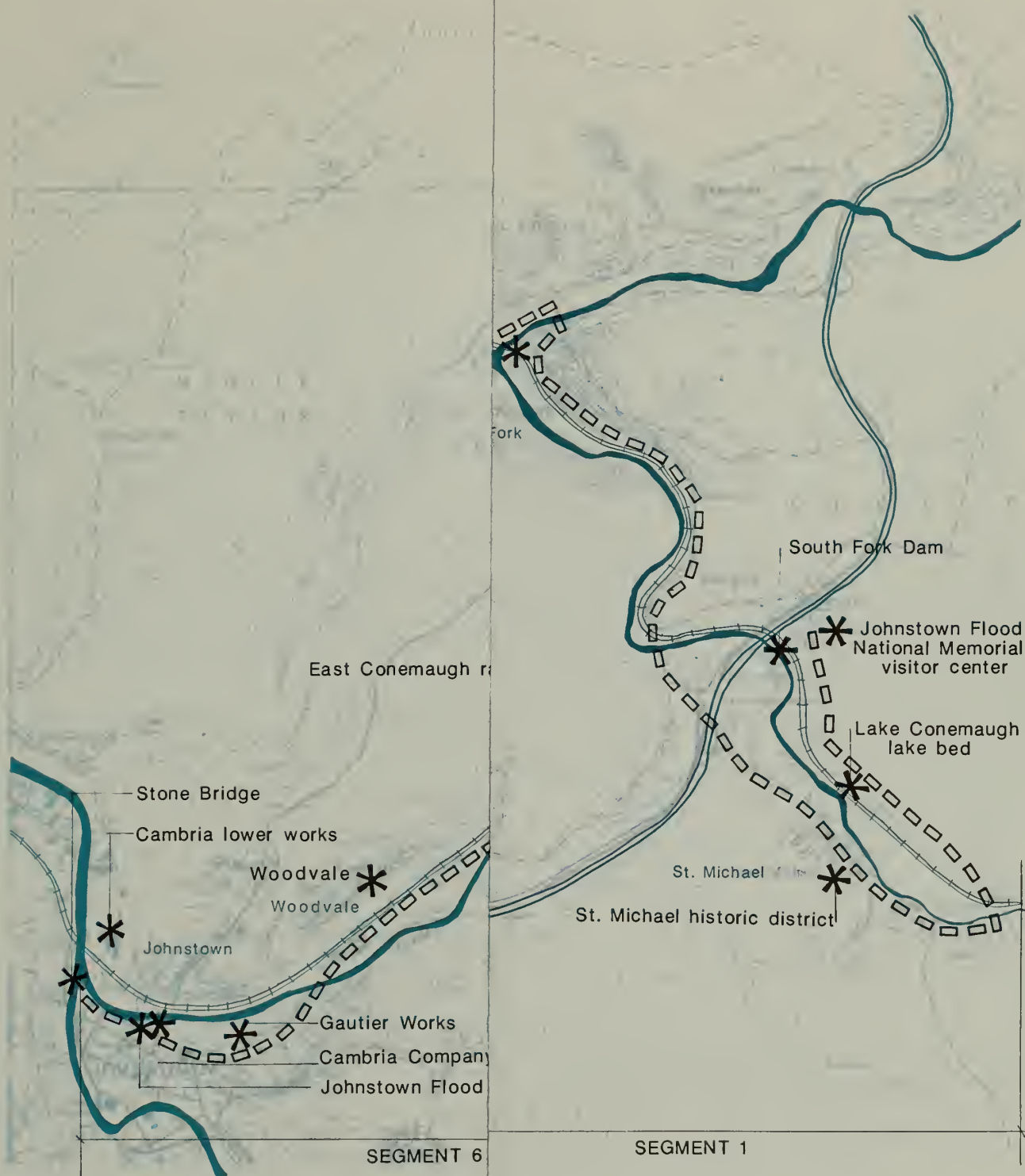
Because of its existing orientation, this segment would readily adapt as a vehicular route. Using the segment as a hiking or bike trail would require a separate walking or bike lane due to the moderate volume of traffic. Whether this lane would need to be added to the road and the bridge or whether the existing pavement could be adapted would depend on the width of the existing pavement (not yet measured for this specific information).

At the time of the flood, Mineral Point was a village of 200, with most of the houses on a single street parallel to the river. Many of the residents were employed in the Cambria Iron Company planing mill and furniture factory. As the flood hit, a telegraph operator sent a message to the yardmaster at Conemaugh and to Robert Pitcairn, head of the Pittsburgh Division of the Pennsylvania Railroad in Pittsburgh. Sixteen people were killed in Mineral Point; 26 of 32 houses were destroyed along with the factory and the mill. Because none of these buildings survived the flood, the town of Mineral Point would probably be the only interpretive stop along this segment.

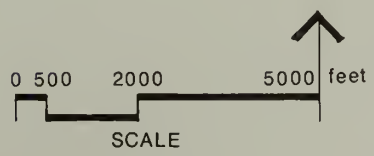
SEGMENT 4

Segment 4 follows the Allegheny Portage Railroad grade past the Staple Bend Tunnel, a distance of about 2½ miles. The dirt surface is the original railroad grade. Many of the stone sleepers, used as foundations to hold the track, are still in place along the route. The road in segment 4 is narrow, rough, and barely passable by car. Any use by vehicles would require improvements. These improvements or high volume use of the road could have extremely negative impacts on the resources that remain from the Allegheny Portage Railroad. This segment would make a very pleasant dirt trail for biking or hiking. Vegetation encroaches on the road late in the summer months. The Staple Bend Tunnel is closed; however, current planning in conjunction with the America's Industrial Heritage Project will prescribe how this important feature will be opened to visitor use.

The main interpretive stops along this segment would be associated with the Allegheny Portage Railroad. Staple Bend Tunnel was the first railroad tunnel in the United States. The tunnel is still in relatively good condition. Also in the segment are the remains of incline 1 and level 1 of the Allegheny Portage Railroad. In connection with the flood are the physical remains of where the flood cut a new river channel (see Trail Segments map). These three sites could be the interpretive stops along this segment.



- * Interpretive Stops
- Possible Tour Route



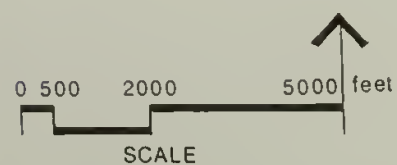
SUGGESTED TOUR ROUTE ST. MICHAEL HISTORIC DISTRICT

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* Interpretive Stops

□ Possible Tour Route



SUGGESTED TOUR ROUTE ST. MICHAEL HISTORIC DISTRICT

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SEGMENT 5

Segment 5, a dirt segment that follows the trace of the Allegheny Portage Railroad route, begins beyond the Staple Bend Tunnel and continues to the paved roads of greater Johnstown, a total of about 1-1/3 miles. The portage railroad grade here would need to be cleared and stabilized before being used as part of the route. The vegetation on this segment is very dense and difficult to see or walk through. Approximately ½ mile toward Johnstown, a dirt road emerges. During the late summer and fall, this road is so heavily covered by vegetation that it is undriveable. As the distance to Johnstown decreases, the quality of the road improves.

This segment could not be used as a road; construction of a new road would be required. Use as a bike or hiking trail could be accomplished by widening and improving the existing route.

Along this segment is the site of the AO telegraph tower, from which messages were wired to East Conemaugh, Johnstown, and Pittsburgh; the tower site could be an interpretive stop.

SEGMENT 6

Segment 6 consists of the paved public roads of greater Johnstown along the Little Conemaugh River to the Point Stadium across from the Stone Bridge. Some of the roads are within a few blocks of downtown and carry a large volume of traffic.

As with segment 1, public roads are easily incorporated into a tour route. This segment, however, could be more difficult because of the larger volume of traffic in Johnstown. Incorporating a bike trail would be difficult unless existing traffic lanes were wide enough for a bike lane (not yet measured for this information). Pedestrian traffic could be easily accommodated on existing sidewalks.

Segment 6 has the most potential interpretive stops. These include the East Conemaugh railroad yards (associated with the Cambria Iron Company), the Gautier Works, the town of Woodvale, the Stone Bridge, the Johnstown Flood Museum, the Cambria Iron Company office building and store, and the Cambria Lower Works, and would include stops that become important through the redevelopment/revitalization efforts in Johnstown (see the Management Plan for the Johnstown Flood Museum Association and a Proposal for Economic Revitalization of Johnstown--available from the Johnstown Flood Museum Association).

EXISTING RAILROAD MAINTENANCE ROADS SEGMENTS

Parallel to all the segments just discussed are the existing Conrail railroad lines, which follow the flood route from the dam site into Johnstown. Maintenance roads lie adjacent to the railroad tracks. If some portions of the segments are unusable, it may be possible to use the

railroad maintenance roads. The condition of the bridges along these roads is unknown, however, and before these roads could be considered more investigation would be needed. Also access permission from Conrail would be necessary, and the safety of allowing people to stop near moving trains would need to be considered.

ALTERNATIVE METHODS OF TRANSPORTATION ALONG THE INTERPRETIVE ROUTE

BUS

This alternative would offer a guided bus tour, which would take people from the flood memorial to the Johnstown Flood Museum, providing visitors with the most comprehensive interpretive experience. Because it would be a controlled experience, it would be more feasible to use a bus on the railroad maintenance roads. This alternative would utilize segments 1, 2, 3, and 6; along segments 4 and 5 possibly the railroad maintenance roads could be used. It is believed that this alternative could be implemented without any construction or development. It would provide a round-trip for visitors who could not or would not want to hike or bike the 14-mile distance.

Interpretation on the tour route could be provided by interpretive guides and/or by stopping at interpretive exhibits.

The bus tours could be run by either a concessioner or in connection with the Cambria County Transit Authority. Tours should be run on a regular schedule during the tourist season so that visitors could connect with the proposed tours in Johnstown. The length of the season and number of round-trips per day would vary according to demand.

CAR

A car route would also use many of the existing roads. It would, however, allow people to drive in their own cars at their own pace. Previous experience has shown that people prefer the independence of their own vehicles. Because the majority of the visitors to the site would get there by private automobile, a car route would be appropriate.

As for the bus route, the car route would use the existing roads in segments 1, 2, 3, and 6. The poor condition of road segments 4 and 5, added to the impact that increased traffic would have on the resources and factors related to safety, make a car route on those segments unfeasible. Needed improvements for those two segments would include 1) expanding the existing road, 2) building a new road, or 3) deleting those specific portions of the flood route from the car route. Expanding the existing road would impact the historic resources, making expansion impracticable. Building a new road for approximately 4 miles would be a fairly large expense (from \$1 million for gravel to \$4 million for asphalt). New construction, because the topography is fairly steep and heavily forested, would also have an adverse visual impact on a large area. Detouring around segments 4 and 5 would have the least impact because other existing roads could then be used. Segments 4 and 5 could be used as short interpretive hiking/biking trails.

HIKING/BIKING

A hiking/biking trail would use the existing road segments (1-6) previously discussed. The resulting visitor experience would be very different from the other methods of transportation. Each segment would be a self-contained tour because few people would want to experience the entire 14-mile trip. To encourage use of all trail segments, trailheads would be established at the beginning of each segment, with parking for 5-20 cars.

Biking along the route could be further encouraged by establishing a bike rental concession in St. Michael. The concessioner could rent the bikes, arrange for a pick-up location, and shuttle the visitors back to their cars.

Interpretation along the route would be provided by self-guided pamphlets that would be available at Johnstown, the flood memorial, St. Michael, and along the trail.

Expenditures required for this method would be kept down by using the existing surfaces for the trails. Paving the entire 14 miles would greatly increase costs.

RAIL BUS

The last transportation method considered is the possibility of having a railroad car shuttle visitors between St. Michael and Johnstown along the existing rail lines, functioning much like the bus transportation method with the exception that the route would be along the existing Conrail Railroad tracks.

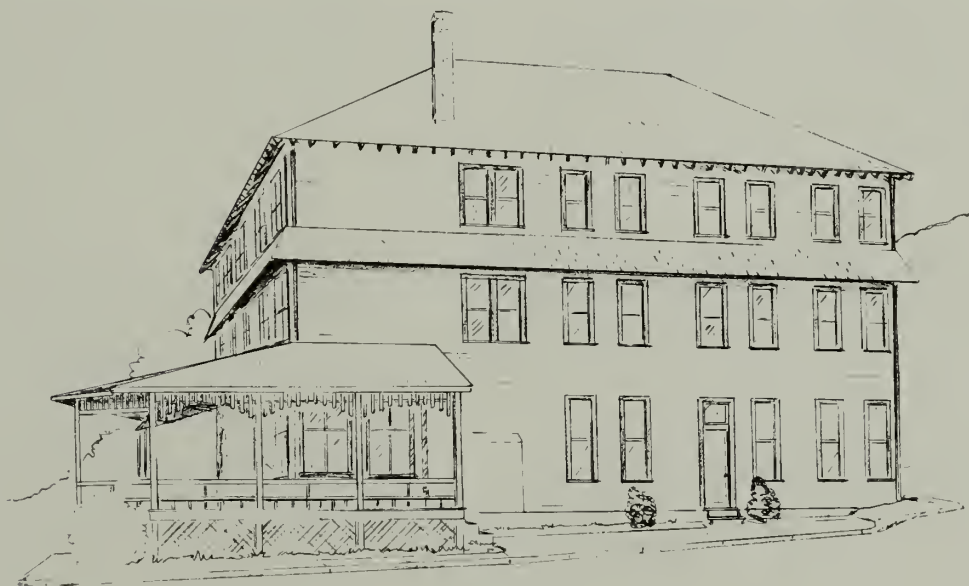
The start-up cost would be the purchase of a rail bus. The operation could be run by Conrail, the Cambria County Transit Authority, or a concessioner.

CONCLUSION

The preliminary findings of this alternatives study are that an interpretive link between the Johnstown Flood National Memorial and the city of Johnstown is desirable and feasible. Before a final determination of route and method can be made, however, a more detailed study is needed to determine a preferred route and method of transportation. It is recommended that this effort be coordinated with the upcoming planning effort for the Staple Bend Tunnel.

In the interim, however, this plan also recommends that the Park Service design the six-segment route described above as a hiking/biking trail--with permission from Bethlehem Steel Corporation for segments in their ownership. Steps should then be taken by park staff to monitor the level of use. To improve the visitor experience, a modest trail guide should be prepared by park staff to clearly delineate the route, and provide some interpretive information.

APPENDIX A: NATIONAL REGISTER OF HISTORIC PLACES
NOMINATION FORM FOR HISTORIC DISTRICT



Illustrations by Jack Cummings

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National Park Service

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National Register of Historic Places
Inventory—Nomination Form

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See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic South Fork Fishing and Hunting Club Historic Districtand or common N/A

2. Location

street & number Cottage Road, Main Street (Part) N/A not for publicationcity, town Adams Twp N/A vicinity ofstate Pennsylvania code 042 county Cambria code 021

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<u>N/A</u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Cambria County Courthousestreet & number South Center Streetcity, town Ebensburg state Pennsylvania

6. Representation in Existing Surveys

title Cambria County Historic Site Survey has this property been determined eligible? ☐ yes ☒ nodate 1979-1980 ☐ federal ☒ state ☒ county ☐ localdepository for survey records Bureau of Historic Preservation
Pennsylvania Museum Commissioncity, town Harrisburg state Pennsylvania

Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The proposed South Fork Fishing and Hunting Club Historic District is a linear arrangement of thirteen lots along nearly 1,700 feet on the north side of Main Street and Cottage Road in the Village of Saint Michael in Adams Township. The district is bordered to the north by steep wooded hillside and some mining company housing constructed around 1912 and to the south by additional company housing built around 1920. Nine of the fifteen buildings in the 5.6 acre district were built around 1883 and at that time served members of the South Fork Fishing and Hunting Club, eight as lake front cottages and one as a lake front clubhouse. Four of these buildings are significant and four are contributing to the district. The three non-club related structures are all considered intrusions in the district as is one heavily altered club cottage. The club era structures vary from fair to excellent in both general repair and in their integrity to their original Victorian style and design. The properties are primarily residential with the exception of the original clubhouse which is currently used as a combination hotel/tavern.

Although it is now difficult to imagine, the proposed district was, in the 1880's, situated along the southern shore of a 500-acre reservoir known at the time as Lake Conemaugh or the South Fork Reservoir. All nine of the club related structures in the district were built around 1883, about four years after the South Fork Fishing and Hunting Club was incorporated and six years before the South Fork Reservoir collapsed resulting in the world renowned Johnstown Flood. The Johnstown Flood Memorial which is listed on the National Register of Historic Places, can be found at the remains of the breastwork of the reservoir about one-half mile northwest of the proposed district.

Architecturally, the buildings which are significant or contributing are varied in design and size. Although all are wooden framed structures, their architectural styles represent several of the major Victorian sub-types including Queen Anne, Stick Style, and Gothic. The Knox and Moorhead cottages, the best surviving of the cottages, are excellent examples of these sub-types not only in the district but anywhere in the region. These two cottages, along with the other three significant structures in the district, are all represented by individual resource cards in the Cambria County Historic Site Survey.

The names of the architects and builders of the structures are not known but all of the buildings share some common characteristics. It is obvious that the cottages, as well as the clubhouse, were built to maximize the vista of the lake since open front porches exist on all the structures and second story bays are common to most of the cottages. With few exceptions the cottages are two stories high and contain at least 10 rooms, some having as many as 17 rooms. All of the structures were initially clapboard sided although several have been covered over by insulbrick, asbestos shingle, or aluminum siding. Most of the structures have gable roofs and all are built on cut stone foundations. All of the buildings also have double hung windows.

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The clubhouse serves as the focal point of the district as it did in the 1880s. It is the largest of the structures remaining from the South Fork Fishing and Hunting Club although its eastern wing has been removed leaving approximately 60% of the original building intact. During the days of the club, the clubhouse contained 47 furnished bedrooms, eating facilities for 150 persons, a gaming room, and a social hall within its three story wooden frame. Twelve bays of the original structure remain and although it is in some need of repair, the building remains strongly consistent with its original design. The clubhouse is also unique in that unlike the cottages which have maintained uninterrupted use as residential structures, the use of the clubhouse has changed several times. Shortly after the flood, around 1900, the building was used as a sanitarium. It is believed that the renovations to the clubhouse for this use included the removal of the eastern wing. The building is now used as a combination hotel/tavern.

Six of the club cottages are east of the clubhouse and two are to the west. Lot sizes vary from 8,640 square feet to almost 20,000 square feet and each structure is set back on its lot from ten to forty feet. Old photographs suggest that at least part of the current front yard space was occupied during the club era by a boardwalk which separated the cottages from Lake Conemaugh and provided the cottages' owners with access to the clubhouse. The front yards are currently grass covered and planted with some small shrubbery.

Only one of the remaining club cottages has been altered to the extent that it must be considered an intrusion in the district. This cottage is flanked by another intrusion on each side, a modular home built in 1983, and a United Methodist Church constructed in 1938. The only other intrusion in the district is a one-story brick residence built around 1972. Although these buildings intrude on the sense of time of the district, they do so no more than the company housing which, for the most part, surrounds the district. The intrusions are, without exception, in excellent repair reflecting pride in ownership common to all the property owners in the proposed district.

The individual buildings of the South Fork Fishing and Hunting Club remain, for the most part, true to their original designs but time has brought a number of changes to the district. Interestingly, the biggest change is also the factor which is most important to the district as an historic district, namely the elimination of the South Fork Reservoir after the dam broke in 1889. Only with some old pictures and a sense of romantic imagination can one now see the district as it once existed. David G. McCullough, noted historian and author of The Johnstown Flood described the proposed district as follows:

"By 1889 sixteen cottages had been built along the lake, as well as boathouses and stables. The cottages were set out in an orderly line among the trees, not very far apart, and only a short way back from the water. They looked far too substantial

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really to be called "cottages". Nearly every one of them was three stories tall, with high ceilings, long windows, a deep porch downstairs, and, often as not, another little porch or two upstairs tucked under sharp-peaked roofs. . . . string hammocks swung under the trees. Young women in long white dresses, their faces shaded under big summer hats, strolled the boardwalks in twos and threes, or on the arms of very proper-looking young men in dark suits and derbies. Cottages were noisy with big families, and on moonlight nights there were boating parties on the lake and the sound of singing banjos across the black water".¹

The following is an inventory of the buildings in the proposed South Fork Fishing and Hunting Club Historic District. Detailed architectural information is presented for those structures retaining most of their historical/architectural integrity. Unless noted otherwise, all structures were built in the early 1880's, prior to 1883.

1) Structure #104 (Tax Parcel 01-32-104) CONTRIBUTING STRUCTURE

This is a Stick-Style house. The side with the commodious first floor side porch appears to be largely unmodified, excepting for the insertion of the garage below the porch and the slight extension forward of the porch.

The street front appears to have been dominated historically by a two tier porch design. Only the three bay second floor porch remains. The first floor porch probably continued the side porch and was as wide as the house. Now it has all been enclosed. Even the expressed post system, so important to Stick Style buildings, has disappeared behind clapboard.

Stick-Style houses grew out of the desire for "truthfulness" in wooden construction. They emphasized the fact that vertical loads are carried on posts. The fact that these elements on the street front are now visually obliterated violates that stylistic tradition. Stick Style tradition was also violated by the use of a modern sliding sash. Originally the house had characteristic deep shadows, such as one sees on the side of the house and the second floor porch. The very flat street front of the first floor addition is a further violation of the building's historic character.

Finally, the house has been painted white, which is rare for a house of this period. Of course, paint color research could determine what the original colors were and they could be restored.

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(2) Structure #105 (Tax Parcel 01-32-105) SIGNIFICANT STRUCTURE

This house is obviously the work of a self-assured and professional architect. A very vigorous house, it could be called Queen Anne in style. The irregular plan, the massing, and the predominance of steep pitch "A" roofs set in juxtaposition to the polygonal turret roof are quite common in this style.

Also characteristic of this style are the deep shadows formed by the various planes and the projecting porches and windows with small panes in their upper sash, contrasted with single panes in their lower sash.

H. H. Richardson did some of his most important work in Pittsburgh. Subject house was built for a Pittsburgher. While the house's walls are not shingled, as were so many of Richardson's, it has features reminiscent of Richardson's Stoughton and Channing houses. Although not of the quality of these houses, it was by an architect who was influenced by him.

(3) Structure #106 (Tax Parcel 01-32-106) SIGNIFICANT STRUCTURE

This house is eclectic in style. It combines features frequently found in Queen Anne and Tudor Revival houses. Its steep roofs, asymmetric balance, corner brackets supporting the roofs, and its "half timbering" would all fall within those categories. However, the building does not have the heavily sculptured facades so usual with Queen Anne houses. Designed by someone with a sensitive hand, it is interesting for its use of textures, including German novelty siding, shiplap, vertical shiplap, horizontal treillage and diagonal treillage, in addition to "half timbering" and shoji screen textures.

Its very simple wrap-around porch must have been particularly desirable for viewing the lake created by the South Fork Dam.

Excepting for paint colors, this house appears to be unchanged on its exterior.

(4) Structure #107 (Tax Parcel 01-32-107) INTRUSION

This one-story modular dwelling was constructed in 1982 on the site of the J.H. Lippincott Cottage which was razed in 1980.

(5) Structure #108 (Tax Parcel 01-32-108) INTRUSION

This house is a heavily altered two-story cottage barely suggesting its history and architecture. The house is covered by a recent treatment of stucco and siding over insulbrick over clapboard and has thus undergone several

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changes in style. With the exception of its location, nothing original remains which would remind one of its former role as a second home for the wealthy. Photographic evidence shows that this cottage was originally covered with horizontal wooden siding and had a porch with steps to the boardwalk and steps on the western side of the porch.

6) Structure #109 (Tax Parcel 01-32-109) INTRUSION

This is one-story cut-stone faced United Methodist Church which was constructed on the site of a former cottage in the year 1938. The structure is well-maintained; however, the land use and architecture does not complement the district's historical perspective.

7) Structure #110 (Tax Parcel 01-32-110) CONTRIBUTING STRUCTURE

While this house seems to have been drastically altered, it shows signs of having a Stick-Style building. The shingles and siding appear to be post World War II. The porch columns are very thin and are devoid of the type of brackets one would expect on the building of this style. However, the considerable projection of the gable roofs beyond the walls, together with the little bit of Stick-Style ornament at the top, all bespeak of the building's probable Stick-Style architectural past.

In its current condition, the house has lost most of its architectural integrity. However, it does not actually detract from the district, as do the intrusions.

8) Structure #111 (Tax Parcel 01-32-111) CONTRIBUTING STRUCTURE

This building is a charming one and half story cottage. It could be called Eastlake in style, although it has been altered. Certainly the porch columns and brackets would fit into that period. The open balustrade, which probably existed on the porch, has been replaced by a parapet with siding. The lattice which probably existed under the porch has been replaced with brickwork. The wooden steps which led up to the porch have been replaced with masonry.

Finally, it should be noted that at least some of the shutters, which obviously are an afterthought, have been applied to windows where they could not fit, if they were made operational. Also, the diminutive carriage lanterns which flank the entrance would never have been there during the historic period.

The structure is one of the best maintained in the district. While alterations have compromised some of the historical and architectural

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integrity of this cottage, they have not been as extreme as those carried out on Structure #108. Therefore, this cottage, which is the smallest of the remaining, generally contributes to the district.

(9) Structure #112.2 (Tax Parcel 01-32-112.2) INTRUSION

This residence was constructed in 1972 and serves as an intrusion within the district. The house is a single floor brick-faced structure with an attached garage. The house, while detracting from the historical and architectural quality of the district, appears to be well maintained by the occupants.

(10) Structure #112 (Tax Parcel 01-32-112) SIGNIFICANT STRUCTURE

The Club House is a large three story building. It is definitely eclectic. With one wing lost, today the building has an "L" Plan. The eastern wing was removed in the early 1900's.

To give the somewhat box-like building interest, the very many windows are grouped in twos and threes. Also, at one corner, the first floor projects at 45° from the main box. The huge wrap-around porch which encompasses this also extends 45° from the main structure. To add further interest, a pent eave was built between the second and third floor windows. Historically covered with contrasting wood shingles, today it is roofed with asphalt shingles providing little interest. This is also true of the main roof. That roof's rafter ends are also exposed, creating rhythmical shadows.

There are treillage valances between the columns in a few places. Elsewhere these appear to have been replaced by contemporary, slightly arched ones, formed by alternating vertical boards and voids.

The most interesting architectural features of the building seem to be on the inside. There are two massive fireplaces, very well detailed, and somewhat in the manner of Frank Furness, the noted Philadelphia architect of the period. They embody highly stylized terra cotta floral ornament, treated in a very bold manner, combined with ornamental brickwork.

The main stairway is massive and robust. The adjoining paneling is also handled in a very vigorous manner. Of course, the main importance of the building is the fact that it was the center of activity of the entire club membership.

Photographic evidence and artistic depiction reveals the eastern wing of the Clubhouse to more resemble a house than the remains of the Clubhouse. This evidence shows the eastern wing to be two stories with a gabled roof and suggests that the eastern wing may have predated the three-story remains.

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Structure #113 (Tax Parcel 01-32-113) CONTRIBUTING STRUCTURE

This house has been altered over the years. In spite of its 1/1 sash, were its walls covered with wood shingles, it could easily be described as a Shingle Style structure. With its half-hipped roof on the front and gables on the sides, this essentially simple "A"-framed low-slope roof house would easily fit into that category. Here, however, the front of the house is covered with synthetic clapboard and the sides are covered with asphaltic simulated brick. These are recent additions.

The front end of the building has a porch going entirely across it. This is above a garage. Originally, the building stood directly on a rubble stone foundation, but now there is a band of concrete block between the exposed rubble stone and the superstructure. This indicates that the entire building was pushed further out of the ground in order to gain enough headroom for the garage below. It changes the appearance of the house, making it much more vertical than it was originally. It also greatly extends the length of the steps which go up to the porch, since that porch is now much further out of the ground. Those steps are flanked by contemporary brick piers and a modern steel railing which also encompasses the porch itself. On the street front, the area under the porch is now enclosed.

Probably, when the house was originally built, there was an opening below the porch which was enclosed by lattice and there was a wooden railing.

Structure #419 (Tax Parcel 01-32-419) SIGNIFICANT STRUCTURE

This is one of the best houses of the group. With its steep hipped roof intersected by two large gables it is an excellent example of Queen Anne architecture. It uses a variety of textures and asymmetrical elevations. It is almost pure Queen Anne on the outside with the exception of the contemporary shutters, which have been misapplied. Were they made operational, some of them would not fully close the window openings. Also, they are taller than the windows they are supposed to fit.

However, the basic house with its decorative horizontal shiplap, contrasted with shingling on the walls makes for a very interesting and superior composition. The broad front porch certainly fits in well with the house's original purpose, to overlook the lake which the dam formed.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1879-1889

Builder/Architect various

Statement of Significance (in one paragraph)

The South Fork Fishing and Hunting Club Historic District is a significant collection of buildings reflecting the recreational pursuits of prominent Pittsburgh businessmen. These business leaders established the club in 1879 as part of their efforts to find leisure activities outside the city. They erected "cottages" and a clubhouse in the historic district and created an artificial lake so they could go hunting, fishing, boating and horseback riding in the Allegheny Mountains. They pursued activities and privacy at these facilities that they could not find at other summer resorts in the Alleghenies. This elite club lasted only ten years until consequences of the Johnstown flood caused its end. Although the organization died with the victims of the flood, club members left behind a locally distinguished collection of buildings.

The formation of the South Fork Fishing and Hunting Club was an outgrowth of efforts by Pittsburgh's leading businessmen to find summer recreation outside the city. Working class tastes dominated art, music, theater, sports and other leisure activities in the city up to the late 1870s. The city's elite were disinclined to participate in the ribald, often violent culture of Pittsburgh's workers. Instead, they turned outside the city for their recreation. Pittsburgh's wealthy looked to summer resorts located at mineral springs in the Allegheny Mountains as one source of recreation. These resorts offered the healthful benefits of mineral water and clean, cool mountain air as well as escape from the debauchery of Pittsburgh's working class culture.

Wealthy Pittsburgh families went to several mineral springs resorts by the late 1870s, including Frankfort Springs in Beaver County, Bedford Springs and Chalybeate Springs in Bedford County, and the mineral springs at Cresson in Cambria County. Some families stayed at hotels in these resorts. Prominent Pittsburgh businessmen also erected large, ornate houses as their "cottages" at these resorts. About 1880, Andrew Carnegie built his principal American residence at the resort in Cresson. Such Pittsburgh leaders as Carnegie were joined at these resorts by wealthy and politically prominent people from throughout the United States. Presidents and Congressmen as well as Pittsburgh's wealthy journeyed to Bedford Springs. Members of the Alfred and William K. Vanderbilt families and the Jay Gould family stayed at Chalybeate Springs. Some of the hotels and "cottages" where other families stayed still stand at these resorts. The hotels and "cottages" at Bedford Springs and Chalybeate Springs were placed on the National Register in 1984 and 1985 respectively.

Most of the wealthy Pittsburgh families who journeyed to these mineral springs apparently found these resorts to their liking. However, by the late 1870s a small, select group of Pittsburgh's business leaders sought other recreation outside the city that could not be found in these resorts. For instance, Pittsburgh's elite pursued boating as part of their summer leisure. Boating had become fashionable among wealthy families by the late 1870s. Pittsburgh's business leaders also found fishing attractive. Fishing was becoming a gentlemen's sport complete with a wide array of expensive equipment by the late 1870s. In addition, the creme de la creme of Pittsburgh society wanted an exclusive, private resort of their own where the public, including wealthy from other cities, would not be allowed to stay without permission. The mineral spring resorts in the Allegheny Mountains were public facilities visited by wealthy people from around the nation. These resorts also did not offer fishing and boating. In order to secure their desired recreational activities, Pittsburgh's wealthiest businessmen planned a different resort in the Allegheny Mountains.

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Pittsburgh's elite created the South Fork Fishing and Hunting Club as its exclusive resort in the mountains. Fourteen of the wealthiest businessmen in the city, including Henry Clay Fricke, incorporated the club in 1879. These founding members ensured that the club would remain highly exclusive. They limited membership to 100 members and their families. Each family had to pay a \$800 membership fee. Each family was required to stay at most two weeks per year in the clubhouse, or was encouraged to build a cottage on the club's property. The club eventually had a total of 68 very wealthy families as members. Along with Fricke, these members included such Pittsburgh iron and steel magnates as Andrew Carnegie, Henry Phipps and John G.A. Leishman. Andrew Mellon, who was Pittsburgh's leading banker, was also a club member. James Chambers and H. Sellers McKee operated what they claimed was the world's largest window-glass works. Durbin Horne and C.B. Shea ran Pittsburgh's leading department store. Robert Pitcairn directed the western division of the Pennsylvania Railroad. Other leaders of Pittsburgh's banks, businesses and industries were also members of the club. Only these members were allowed to use club facilities. Non-members were allowed on club property only with the permission of the club. Indeed, the club was so exclusive and private that it threatened to shoot local residents who came onto club property to fish.

The club chose as its property seventy acres next to the South Fork Creek in Adams Township, Cambria County. This property served the club's purposes well. It was located within a fairly short distance of the main line of the Pennsylvania Railroad in Johnstown so that members could travel easily from Pittsburgh to the club. At the same time the property was situated high in the Allegheny Mountains away from the working class culture of Pittsburgh. It was also located on one of the best trout streams in the state. In addition, the property had a dam across the creek that had been completed in 1852 to provide water for the Western Division of the state's "Main Line" Canal. The dam had been breached during a heavy rainstorm in 1862 and then abandoned, but the club filled the breach and created an artificial lake almost three miles long. The club then stocked this lake, known as Lake Conemaugh or the South Fork Reservoir, with black bass to provide its own private fishing presence. The club also bought a flotilla of fifty canoes and rowboats, four sailboats and two steam yachts so members could go boating. Next to the lake, the club constructed boathouses, stables and a clubhouse with forty-seven rooms and a dining hall that seated 150 people. Member families built an additional fifteen to twenty "cottages," some of which contained as many as seventeen rooms. Most cottages were erected near the lake shore and had porches commanding scenic views.

The day-to-day activities of club members were shrouded in scenery. Members tried to preserve their privacy during and after the club's existence. Yet, judging from a few surviving pictures, narrative accounts and the remaining buildings, members relaxed in a setting of genteel leisure. Men dressed in flannel shirts and crush hats went fishing on the lake. Men and women went horseback riding, hiking or boating. The club also sponsored an annual regatta and shooting events for its members.

This genteel setting came to a sudden end in late May, 1889. On May 30 and 31 an unprecedented eight to ten inches of rain deluged the Adams Township area. The storm caused Lake Conemaugh to rise rapidly toward the top of the dam. The dam had no discharge pipes to release the mounting pressure of water. The dam had a spillway, but the club had partially blocked the spillway with a fish guard designed to keep the stocked fish in the lake. Thus the spillway could not drain the water as rapidly as it rose. By the afternoon of May 31, water began seeping through the earlier breach that had been inadequately filled by the club. About 3:15 pm, the dam gave way, sending millions of tons of water cascading down the narrow, winding Conemaugh Valley to Johnstown.

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South Fork Fishing and Hunting Club Historic District

Continuation sheet Significance

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The flood left a long path of devastation in its wake. Small towns above Johnstown as well as much of Johnstown were swept away. More than 2,200 lives were lost. Although the flood did not touch the buildings of the South Fork Fishing and Hunting Club, the club members never gathered in the buildings again. The club was eager to avoid any responsibility for the disaster and it quickly passed out of existence. The few members who had been at the club during the flood quickly retreated to Pittsburgh.

Their retreat to Pittsburgh was part of a larger trend in which the city's elite increasingly focused on Pittsburgh as their center of cultural and leisure activities. Faced with mounting labor protest in Pittsburgh by the 1890s, particularly with the Homestead strike in 1892, the elite came to view workers as dangerous and violent. During the 1890s, they asserted their own more refined cultural life in Pittsburgh. In 1895 the Carnegie complex of music hall, library, museum and art institute was erected. The Duquesne and Pittsburgh Clubs, both founded in the 1870s by small groups of business magnates, blossomed by the 1890s into crucial organizers of elite culture in the city. These clubs staged elaborate balls and cotillions for the city's first families. Schenley Park, with its golf course run by a private club, was also created to facilitate elite culture. This park brought to Pittsburgh a taste of the pastoral setting that the elite had left behind on the South Fork Creek.

The elite who had left the South Fork Fishing and Hunting Club also left behind examples of Queen Anne architecture that are outstanding in the local area. Structure #105, a Queen Anne house in the historic district, is by far the best example of its style in Adams Township and neighboring Croyle and Summerhill Townships. Its large mass, intricate detailing and juxtaposition of porches, gables and turret are far more sophisticated than the plain and rudimentary designs of the few other Queen Anne houses located in these townships. Although structure #113 is smaller and less ornately embellished than structure #105, its Queen Anne appearance also compares quite favorably with the few other Queen Anne houses located in the three townships. For instance structure #113 has a step roof, large gables, front porch and massing that are quite similar to another prominent Queen Anne home on LR 11021 in Croyle Township.

The Queen Anne "cottages" in the historic district also compare favorably with the "cottages" built in the nearby resort area of Cresson. Three Queen Anne houses still stand in Cresson, including Andrew Carnegie's residence. These three dwellings have gables, turrets, porches and detailed ornamentation that are similar to the design of structure #105 in the historic district. However, two of the three buildings in Cresson have been substantially altered. Large additions were made to Carnegie's residence, and a large turret was salvaged from a resort hotel and added to one of the other two Queen Anne dwellings in Cresson.

Thus the South Fork Fishing and Hunting Club historic district stands out for its locally significant architecture. It is also important as the hunting and fishing club of the creme de la creme of Pittsburgh society. A select group of Pittsburgh's business leaders erected this club to pursue private leisure activities they could not find elsewhere in western Pennsylvania.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property 5.6 acres

Quadrangle name Geistown

Quadrangle scale 1:24,000

UTM References

A

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6	8	9	1	3	0
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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Richard F. Truscello, Principal Planner
Fred Denk, Research Asst. / William Sisson

organization Cambria County Planning Comm./PHMC date _____

street & number Court House Annex/State Museum telephone (814) 472-5440; ext. 325
(717) 783-8946

city or town Ebensburg/Harrisburg state Pennsylvania

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national X state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature _____

title Larry E. Tise, State Historic Preservation Officer date _____

For NPS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

Attest:

date _____

Chief of Registration

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

South Fork Fishing and Hunting Club Historic District

Continuation sheet Bibliography

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United States Department of the Interior
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South Fork Fishing and Hunting Club Historic District
Continuation sheet Geographical Data

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BEGINNING at the point of intersection of the southwest side of Main Street and the northwest side of Market Street (the eastern corner of Cambria County tax parcel 01-32-419, 62 Main Street, Saint Michael, Pennsylvania); thence across Market Street, a distance of 34 feet to the northern corner of parcel 01-32-113; thence in a southerly direction along the southwest boundary of Main Street (being the northeast boundary of parcels 01-32-113, 01-32-112.1, 01-32-112, and 01-32-112.2) a distance of 560 feet to the eastern corner of parcel 01-32-112.2; thence across Franklin Street, a distance of 40 feet to the northern corner of parcel 01-32-111; thence in a southeasterly direction along the southwest boundary of Main Street (being the northeast boundary of parcels 01-32-111, 01-32-110, and part of the northwest boundary of parcel 01-32-109) a distance of 415 feet; thence continuing in a southerly direction an additional 27 feet along the northeast boundary of parcel 01-32-109 to the northern corner of parcel 01-32-108; thence continuing in a southerly direction along the northeast boundary of parcels 01-32-108, 01-32-107, 01-32-106, 01-32-105, and 01-32-104 a distance of 571 feet to the eastern corner of parcel 01-32-104; thence in a southwesterly direction a distance of 163 feet along the southeastern boundary of parcel 01-32-104 to the southern corner of that parcel; thence in a northwesterly direction along the southwest boundary (rear) of parcels 01-32-104, 01-32-105, 01-32-106, 01-32-107, 01-32-108, 01-32-109, 01-32-110, and 01-32-111, a distance of 1,012 feet to the western corner of parcel 01-32-111; thence across Franklin Street, a distance of 40 feet to the southern corner of parcel 01-32-112.2; thence continuing in a northwesterly direction along the southwest boundaries (rear) of parcels 01-32-112.2, 01-32-112, 01-32-112.1, and 01-32-113, a distance of 540 feet to the western corner of parcel 01-32-113; thence across Market Street, a distance of 34 feet to the southern corner of parcel 01-32-419; thence in a northwesterly direction along the southwest boundary (rear) of parcel 01-32-419, a distance of 40 feet to the western corner of parcel 01-32-419; thence in a northeasterly direction along the northwest boundary of parcel 01-32-419, a distance of 142 feet to the northern corner of parcel 01-32-419; thence in a southeasterly direction along the northeastern boundary of parcel 01-32-419 (the southwestern side of Main Street) a distance of 60 feet to the point of beginning.

This boundary encompassing all of Cambria County Tax Assessment parcels 01-32-104, 01-32-105, 01-32-106, 01-32-107, 01-32-108, 01-32-109, 01-32-110, 01-32-111, 01-32-112, 01-32-112.1, 01-32-112.2, 01-32-113 and 01-32-419 and including eight remaining cottages and the clubhouse of the South Fork Fishing and Hunting Club.

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**National Register of Historic Places
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South Fork Fishing and Hunting Club Historic District

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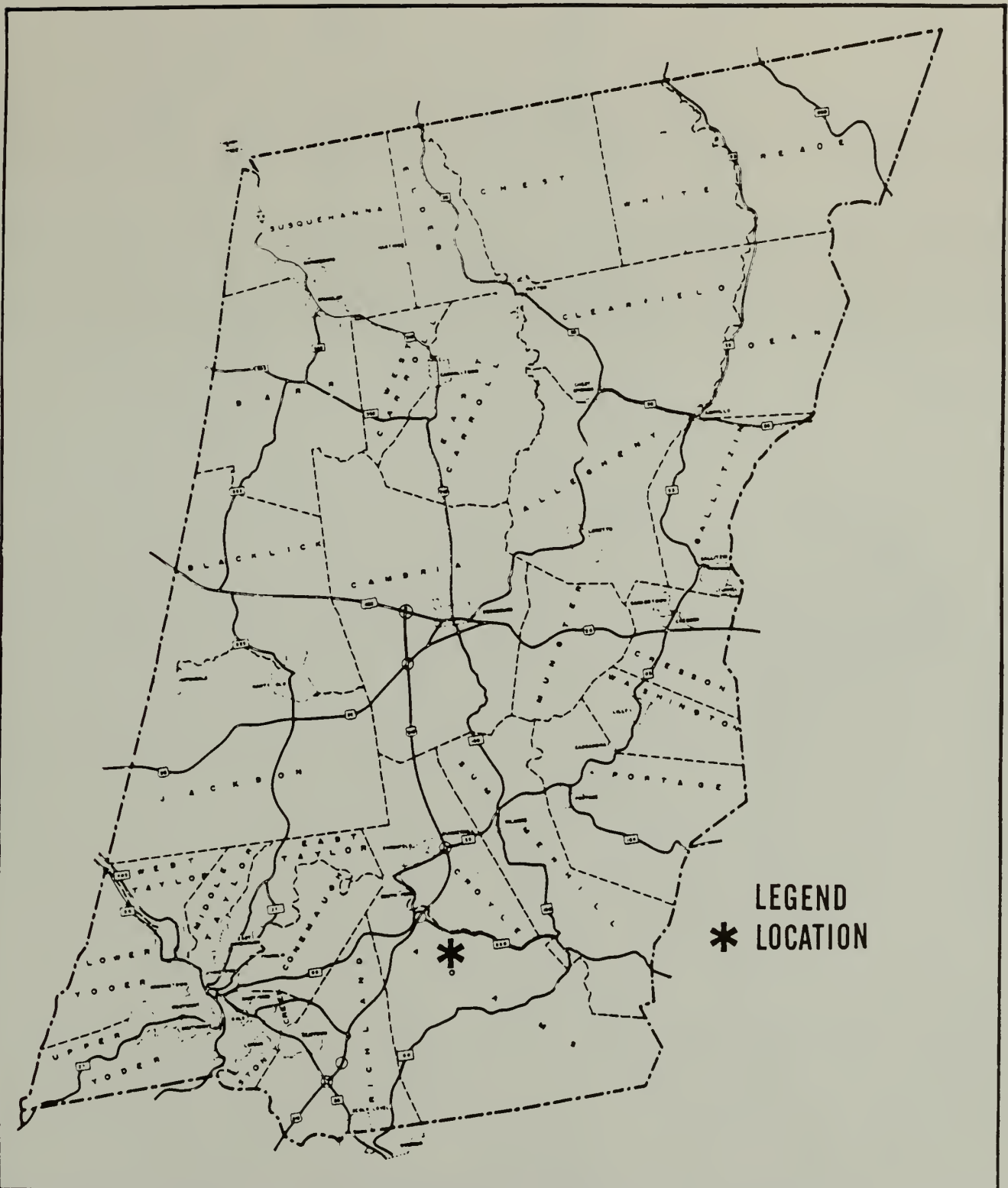
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BOUNDARY JUSTIFICATION

The delineation of the proposed district is an attempt to realistically isolate the historical extent of the former South Fork Fishing and Hunting Club, as discerned in the present extent of the properties. Obviously, the lake was the major topographical feature binding and defining the district. Even though the lake is gone, the determination of former frontage is easier than the determination of the width and depth of the former club due to topographical, land use, and property line factors. In other sections of this document it is noted that perhaps as many as twenty cottages existed at the time of the flood. The exact configuration and location of all the cottages are not known, since no plot plan is available and since most activities of the South Fork Fishing and Hunting Club were well-guarded secrets. Many authors and researchers on this topic have commented on the lack of reliable data, photographs, and general written information about the club.

Deed searches also are quite difficult given the web of transactions prior to and after the flood, followed by sheriff sales and later transactions. Thus, the one practical way of justifying the boundaries of the district is the use of observation and the limited written information available. The structures themselves provide such evidence, as well as a map prepared by the Wilmore Coal Company in its conveyance of property to the Berwind-White Coal Mining Company. This data suggests that the district as located on Map 2, is a justified representation of former Club property. The Wilmore Map (See Map 3) shows a structure situated on parcel 01-32-103, to the left of the proposed district, presumably a cottage. However, only a derelict Boy Scout Camp exists there now, thus, this parcel is not included. Nothing is known of the style of the former structure or the date it was demolished. In essence, only that district bordered by the documented original structures 104 and 419 is proposed. Care has been taken to utilize as boundaries the closest edge of the street, since curbs do not exist. The streetscape photographs further define the district.



CAMBRIA COUNTY COMPREHENSIVE PLAN

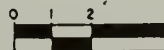
South Fork Fishing and Hunting Club Historic District

HISTORIC DISTRICT—GENERAL LOCATION

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A COMPREHENSIVE PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED, ADMINISTERED BY THE BUREAU OF PLANNING, PENNSYLVANIA DEPARTMENT OF COMMUNITY AFFAIRS

MARCH 1986

SCALE IN MILES



MAP NO.

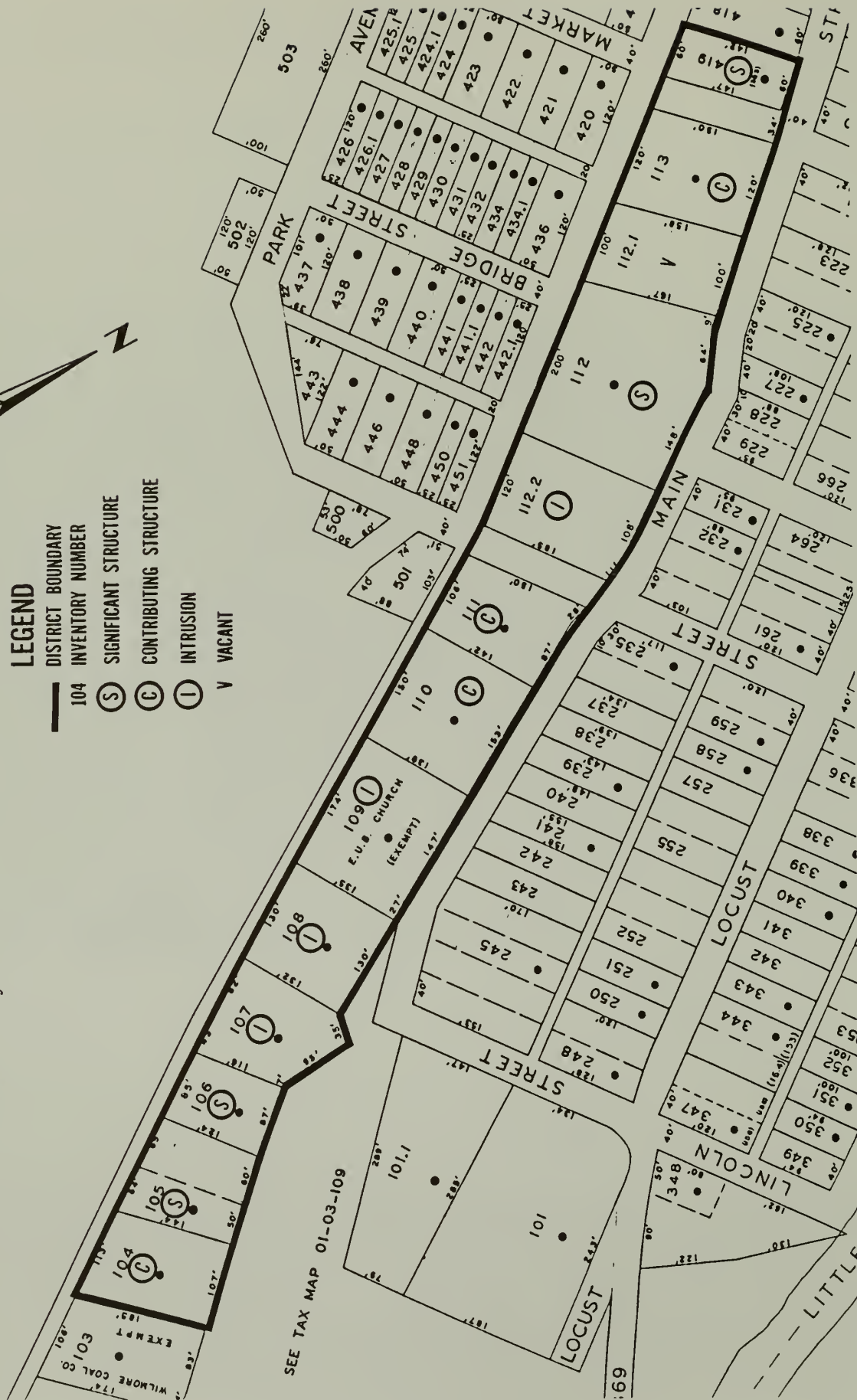
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SOUTH FORK FISHING AND HUNTING CLUB HISTORIC DISTRICT MAP 2

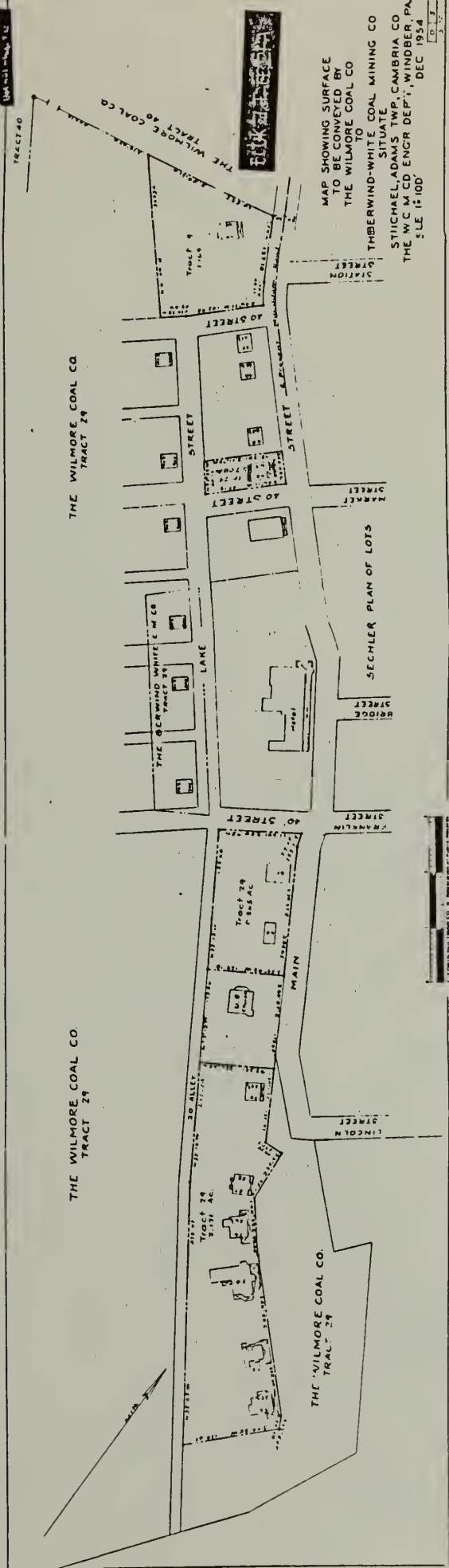
Cambria County

LEGEND

- DISTRICT BOUNDARY
- 104 INVENTORY NUMBER
- (S) SIGNIFICANT STRUCTURE
- (C) CONTRIBUTING STRUCTURE
- (I) INTRUSION
- V VACANT

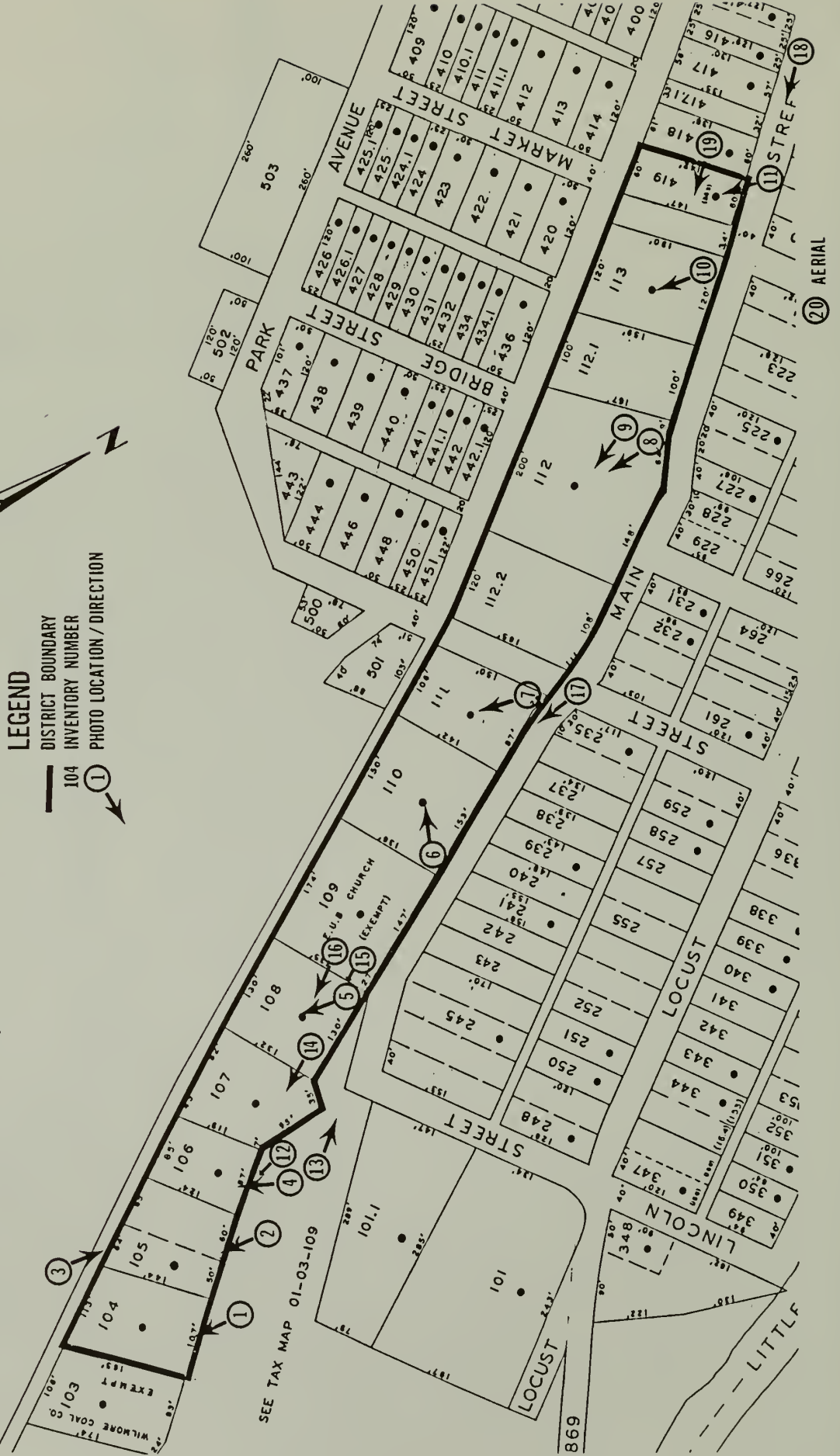


MAP 3

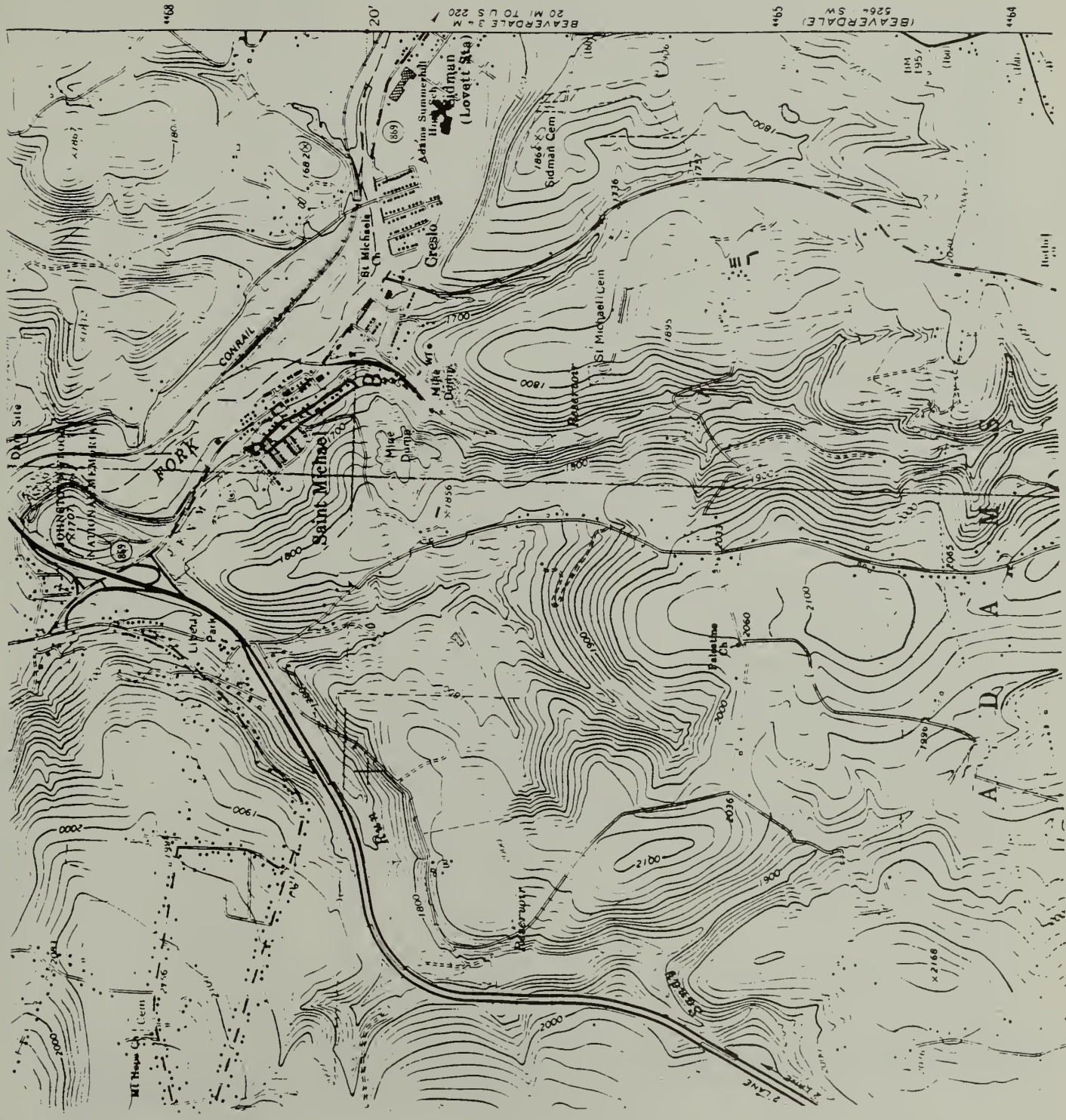


SOUTH FORK FISHING AND HUNTING CLUB HISTORIC DISTRICT MAP 4

Cambria County



South Fork Fishing and Hunting Club
Historic District
Cambria County
Getstown Quadrangle
Zone 17
A E689130 N4467440
B E689430 N4466990



468

20'

BEAVERDALE 20 MI. TO U.S. 220

465

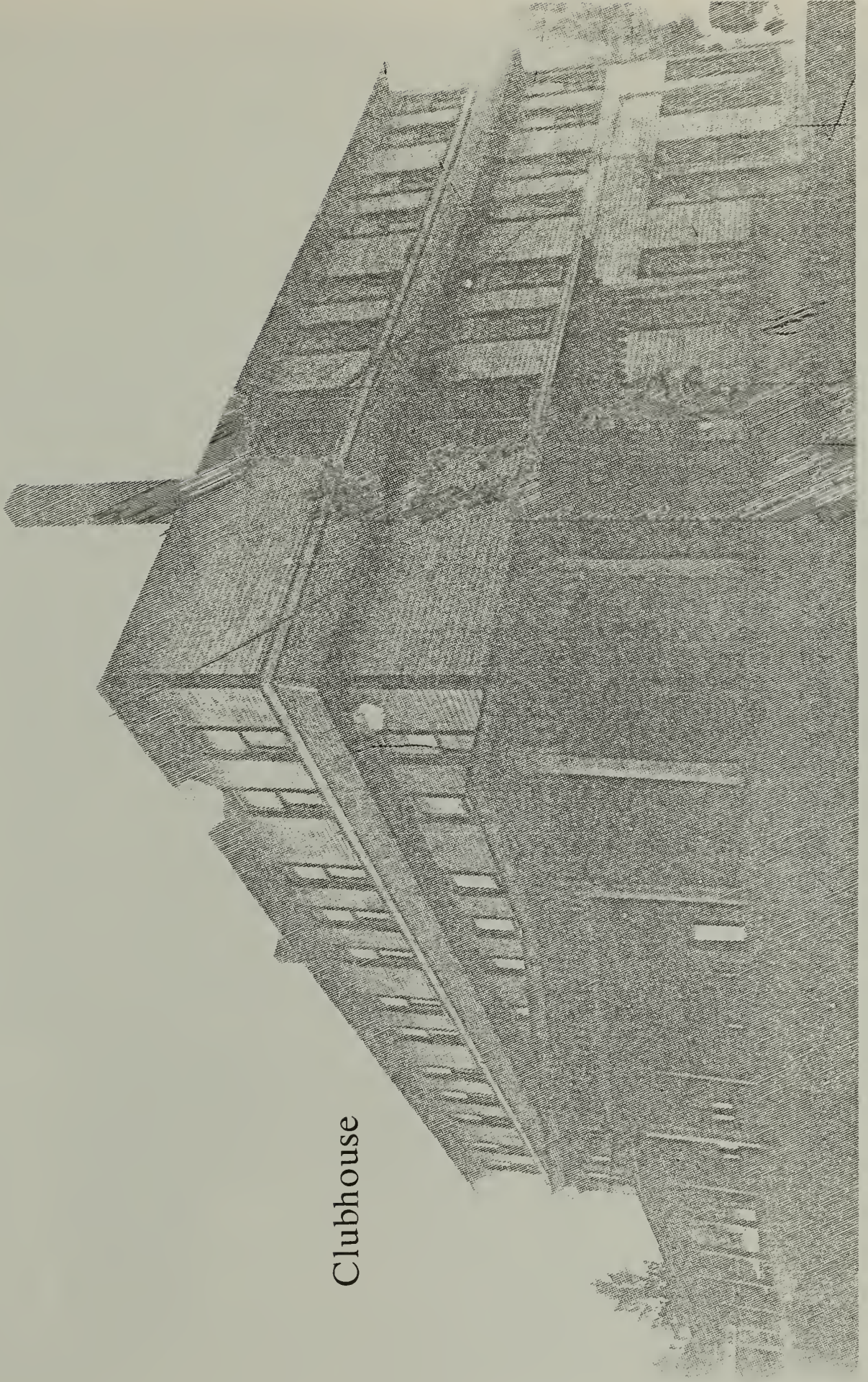
(BEAVERDALE) 526 SW

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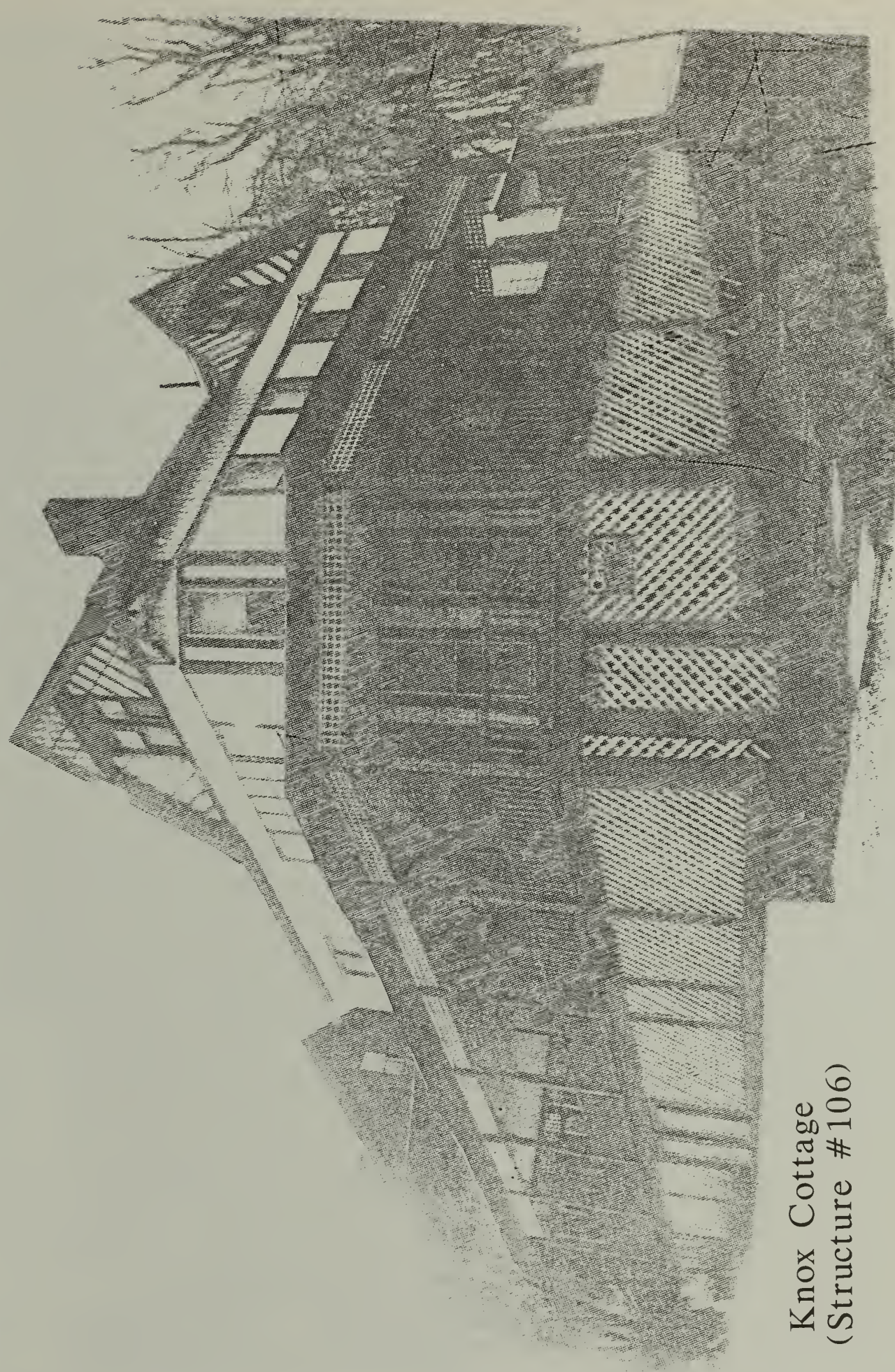
Streetscape Looking East

Clubhouse

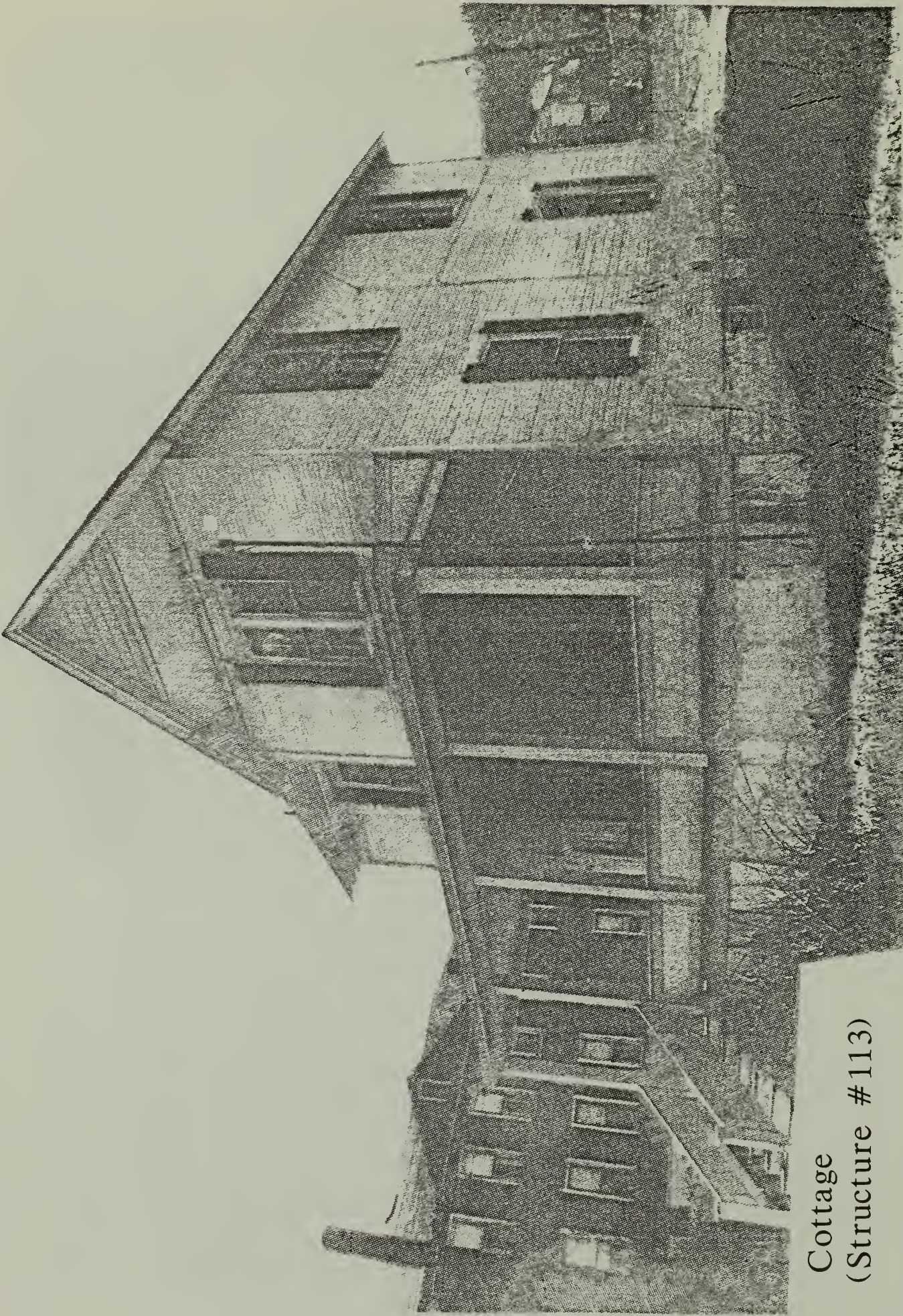




Moorehead Cottage
(Structure #105)



Knox Cottage
(Structure #106)



Cottage
(Structure #113)

APPENDIX B: INFORMATION ON HISTORIC PRESERVATION PROCEDURES--WINDOWS AND EXTERIOR COLORS

Because the major goal of any restoration or preservation work on the clubhouse or cottages would be to re-create or maintain the 1889 appearance, all actions should be based on this objective. Below are some guidelines for restoring windows and exterior colors, two areas that contribute greatly to a buildings character.

The majority of the windows in the clubhouse and cottages in the South Fork Fishing and Hunting Club Historic District appear to be original. In any work done on these windows--whether repair or replacement--great care should be taken to maintain the historic appearance of the windows. In cases of repair this means replicating pieces to match historic pieces exactly. In cases where replacement is desired or necessary there are two approaches. The first is to reproduce the window exactly. This is generally the best approach to take. However, the desire to replace windows may be based on the desire to get better thermal qualities than the original window can offer. In this case, care should still be taken to maintain the look of the historic window. This means the widths of the stiles, rails, and muntins of the new window should match the historic dimensions as closely as possible, with the same number and configuration of muntin-created divisions as the historic windows. Muntins should not be introduced where the original window had none, and should not be omitted if the historic windows had them. Snap-in type muntins are not acceptable.

Color also contributes largely to the character of a building's exterior. A return to the historic paint colors would help to re-create the historic character of the club buildings and help to differentiate them from later structures.

The first step in re-creating the historic paint scheme is to find out what colors were used on each building. This requires a paint study on each structure. Although a professional paint analyzer may be hired to do this work, the procedure, if approached with care, may be successfully undertaken by laymen.

Basically, the procedure involves taking several paint samples from various points around the building and then analyzing the samples under a microscope to determine the colors of each paint layer in the sample. Tools required include a sharp knife (X-acto or pocket-type knives work well), small envelopes or plastic bags to hold each sample, a microscope (magnifying glasses do not work well enough to detect thin layers of paint or close color differences), paper and pencil for recording findings, and possibly a pair of tweezers for holding samples under the microscope.

The idea in taking a paint sample is to end up with a thumbnail-size slice containing all the built-up layers of paint with a thin slice of the wood substrate attached to the back. Having a layer of the wood substrate on the back of each sample is necessary to ensure that all paint layers have

been obtained and also helps during analysis in keeping track of which side of the sample is the current exterior paint layer and which side is the original paint layer. Take a number of samples from several places around the structure (at least one sample from each side of the building) and from each element of the exterior. For example, take several samples from the siding, several samples from the trim, several samples from the window sashes, and so on. During the period in which the South Fork Fishing and Hunting Club was built, buildings were often painted in rather elaborate color schemes, with siding windows, trim, and other elements all in different colors. At shingle gables, such as those of the Moorhead cottage, each shape of shingle may have been painted a different color, so samples should be taken from each shape of shingle. Also take samples from each area that may possibly have been a different color than adjacent areas. The book Century of Color: Exterior Decoration for American Buildings, 1820-1920, by Roger Moss (Watkins Glen: American Life Foundation, 1981) may be of help in determining what elements may have been painted different colors. Try to take samples from areas protected from the weather, such as areas sheltered by porches, areas just under the eaves, or areas now enclosed by later additions. If the structure went neglected for any length of time, important paint layers in more exposed areas may have weathered off or faded.

Place each sample in a separate envelope or other small container and label thoroughly as to exactly where the sample came from (i.e., "rounded shingles, north gable," "corner trim, northeast corner," "window sash, first floor window, south side"). Once all the samples have been collected, view each one under the microscope. Starting with the wood substrate layer, make notes on the color of each paint layer and any other observations about each layer. Be as specific as possible. Notes on a paint sample may look like this:

Rounded shingle, north gable

wood substrate

layer 1 cream (primer coat?)

layer 2 dark moss green

layer 3 light blue

layer 4 grey (very thin layer--may be layer of dirt,
not paint)

layer 5 brown (shiny)

After all the samples have been examined, sort the notes out by exterior elements--all the siding sample notes together, all the window sash sample notes together, etc. Compare the paint layer colors for each element. Are the layers the same or similar for the majority of the samples of each type? Generally, patterns of colors will be readily visible, with most of the siding samples showing the same color layers, the window sash samples showing the same layers, and so on. Major discrepancies in paint colors or in the number of layers may indicate that an addition or other alteration has occurred to that portion of the building.

Because the goal of this paint study would be to determine the original colors of the South Fork Fishing and Hunting Club buildings, the first layer or two are the critical layers. If the first layer is white or off-white, especially if this white layer covers all of the exterior elements, it is likely the first layer was a prime coat layer. The second layer would then be the layer to indicate the original colors.

At this point collect a number of paint chips from the local paint store that may match each original color. Compare these chips, under the microscope, with the appropriate layer of several paint samples to determine the best match. Then, using good painting practices, paint the various elements of the building the appropriate colors.

APPENDIX C: REPORT ON ECONOMIC POTENTIAL OF HISTORIC DISTRICT

A trip was made to St. Michael on September 12 through 28, 1987, to develop a study for adaptive uses (i.e., economically beneficial uses such as an ice cream parlor or a theater) of the privately owned cottages and hotel (the old clubhouse) in the historic district in St. Michael and to determine the economic feasibility of each project. It should be noted that the following idea represents the Park Service's best analysis of the most economically beneficial way to adaptively use the structures and the estimated costs that would result. The cost (figured in 1988) dollars could vary with time and with more detailed information. Alternatives from other sources could also be considered.

The aim of instituting the adaptive uses would be to make St. Michael so attractive that after an extensive marketing effort it would become a destination point for tourists. A side benefit of this endeavor, a successful commercial operation at St. Michael, would help to develop an improved economic base for the community and surrounding areas. Although unemployment has been reduced from a high of over 20 percent to its present 7 percent, the new jobs created have been mostly those in service industries that pay minimum wages.

The buildings that were seen to be the most feasible for adaptive uses/historical preservation were the clubhouse and three of the cottages (cottages 105, 106, and 113 as shown on the St. Michael Historic District map). The major concern is the amount of money required to rehabilitate the 1889 clubhouse/present-day hotel and the three cottages and how long it would take investors to recoup the investment. Other questions must also be answered. Should there be an owners' group that would control development and share the common costs such as marketing, parking, maintenance, etc.? Would a shuttle bus from the new NPS visitor center on the north abutment to St. Michael be economically successful if a fee was charged, or should the owners' group assume this as an additional part of their marketing program? If a shuttle system was initiated, should the St. Michael group include other attractions as part of the shuttle trip (such as the incline and museum) and require the other attractions to share in the cost of operating the shuttle? Further study would be needed to address the various economic aspects of a shuttle.

As the probable focus for visitors, the hotel would play a very important role in any development program for St. Michael, and arrangements must be made that would make rehabilitation of the hotel possible. The necessary funding for the required rehabilitation and refurnishing of not only the hotel but the cottages, roads, and street lights as well supports the need for establishing an organization/association that would be able to raise such funds. One such alternative would be to form a limited partnership consisting of the owners of the hotel and the cottages and, if necessary, other investors, and allow the partnership to seek necessary financing for all development.

After rehabilitation, the adaptive uses that have been considered thus far are as follows:

HOTEL

- Restaurant and bar (with a developed theme) to serve visitors as well as bed-and-breakfast guests in the cottages (see below)
- Gift shop
- Live theater and/or an old-fashioned ice cream parlor, a bar, and an inside mall where local ethnic items or antiques could be sold. The theater could present several facets of the pre- and postflood disaster (docudrama), plus a melodrama representative of the 1880s. The ice cream parlor and bar could show old silent movies.
- One upper floor could be refurbished and rehabilitated for use by overnight guests. This is necessary for continued qualification as a hotel and retention of a hotel liquor license. These rooms could also be used as overflow for the bed-and-breakfast operations to be housed in the cottages. When sufficient demand was demonstrated and money was available, the third floor could be readied for overnight guests as well.

COTTAGES

One adaptive use that would probably be successful would be to rehabilitate these three buildings for use as bed-and-breakfast facilities.

- Hopefully, sufficient money would be available after stabilization and rehabilitation of the cottages to allow for historical refurbishing, thus making the opportunity to stay overnight more inviting. It is suggested that kitchens be eliminated in the cottages, in keeping with the original buildings, and breakfast served in the hotel as it was in the days before the flood.
- The cottages should play an important role in the interpretation of the old South Fork Fishing and Hunting Club. Even if the exact ownership of each cottage remains a mystery, an interesting interpretive story could be composed about the cottages themselves that would make an overnight stay memorable.

GENERAL

It is not practical to assume that additional tourist trade could remedy all financial needs for the successful operation of the historic district in St. Michael. Support from the local residents of the primary market area (100-mile radius, including Pittsburgh and Harrisburg) would be a must. To ensure this support, events should be scheduled throughout the year

to encourage visitation by surrounding area residents. These events could include

- Oktoberfest
- Fetes of other nationalities (Hungarian, Italian, Greek, etc.)
- A Renaissance Fair, an early English festival that seems to have caught on in many parts of the country, would encourage participation by residents outside of the immediate area and create word-of-mouth advertising by exposing many more people to the area than just park visitors. This fair might be held in the 1889 park.
- A European market for several weeks a year, art festivals, and the countless other events that are limited only by the imagination

To make the above possible and to create the desired ambience, certain improvements must be made. These would include repaving and landscaping Main Street to include 1880-type street lights, repainting the buildings on Main Street to their original colors, and re-creating the original facades.

CONCLUSIONS

The ownership of the buildings becomes very important. Development must proceed in an orderly and integrated fashion. This would mean hiring a reputable historic architect, a landscape architect, a contractor who is experienced in this kind of construction, and perhaps a manager to coordinate events. This is also a reason supporting the formation of a limited partnership or other key association, which would contribute greatly to a smooth and economically feasible rehabilitation.

ECONOMIC FEASIBILITY

Two projected financial statements (pro formas) were developed, one for the hotel and one for three of the cottages (as a group) that would be available for rehabilitation/restoration.

The hotel pro forma (see table 1) assumes that at the completion of the rehabilitation program, 20 rooms would be available and 60 percent occupancy would be experienced at an average rate of \$35/night. If all adaptive uses (profit centers) as shown became a part of this operation, and if there was sufficient marketing, the hotel would stand a good chance of succeeding. (The \$25,000 for marketing shown on the pro forma would have to be increased by donations or free television and radio spots, free articles in magazines and newspapers, etc.)

From an investment standpoint, this operation would not meet the accepted return on investment even when using cash flow (profit plus depreciation). Most investments are recouped in one to five years for historic rehabilitation projects. According to the pro formas, nine years would be required to recoup the investment necessary for the 1889 clubhouse and nine to 12 years for the cottages (see table 2). Although

Table C-1. Pro Forma Statement of Income and Expenses,
Hotel and Lounge, St. Michael, Pennsylvania

Total Construction Costs - \$920,000

To be depreciated over 31½ years = \$29,206 a year

	<u>Rooms</u>	<u>Food and Beverage Restaurant</u>	<u>Gift Shop</u>	<u>Ice Cream Shoppes</u>	<u>Theater</u>	<u>Total</u>	<u>% of Total Sales</u>
Sales*	\$153,300	\$197,780	\$75,000	\$25,000	\$19,500	\$470,580	100.00
Cost of goods sold		63,290	37,500	7,500		108,290	23.01
Gross profit	153,300	134,490	37,500	17,500	19,500	362,290	76.99
Direct expenses	37,559	68,827	6,450	2,000	1,560	116,396	24.73
Indirect expenses	36,179	46,676	17,700	5,900	4,602	111,057	23.60
Fixed expenses	1,840	2,373	900	300	234	5,647	1.20
Depreciation						29,206	6.21
Marketing						25,000	5.31
Total	75,577	117,877	25,050	8,200	6,396	287,306	61.05
Profit before federal income tax	77,723	16,614	12,450	9,300	13,104	74,985	15.93
Cash flow (depreciation plus profit)	\$ 77,723	\$ 16,614	\$12,450	\$ 9,300	\$13,104	\$104,191	22.14

*This pro forma is optimistic; three years would be required to attain the shown level of sales.

Number of years required to amortize this investment = nine years

the investment required for the hotel would not be recouped in the desired one to five years, rehabilitation of the hotel is critical to the overall St. Michael project. The Park Service and the residents must find a way to get it into and keep it in operation if any rehabilitation efforts are going to be initiated in the historic district. Finding the necessary investors should not be that difficult considering the community's pride in its history.

Table C-2. Pro Forma Statement of Income and Expenses
for the Three Cottages

	<u>\$30/Room</u>	<u>\$35/Room</u>
Sales, 21 rooms @ 60% occupancy	\$137,970	\$160,965
Direct expenses:		
labor	20,696	20,696
linen	2,759	2,759
cleaning supplies	690	690
printing	1,035	1,035
operating supplies	9,658	9,658
office supplies	828	828
utilities	8,278	8,278
repairs and maintenance	6,899	6,899
Total Direct Expenditures	<u>\$ 50,842</u>	<u>\$ 50,842</u>
Indirect expenses:	\$ 11,038	\$ 11,038
Fixed expenses:		
property taxes	\$ 600	\$ 600
insurance	4,139	4,139
depreciation	26,984	26,984
Total Fixed Expense	<u>\$ 31,723</u>	<u>\$ 31,723</u>
Profit (before federal income tax and depreciation)	\$ 44,367	\$ 67,362
Cash flow (profit plus deprecaation)	\$ 71,351	\$ 94,346
Number of years to amortize investment	12	9

Rehabilitating the cottages for use as bed-and-breakfast operations would require a total of about \$850,000 for the three buildings. It is assumed that each building would have seven rentable rooms and the rental would be \$30 or \$35 per room. Depreciation would be \$26,984 total per year for all three cottages ($\$850,000/31.5$).

This also is not considered a good investment under normal investment principles for historical rehabilitation (one to five years). However, groups sophisticated in historical rehabilitation would probably be interested if they were able to find proper financing and grants.

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